

Appendix N

Public Meeting Summary Reports



ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster"

Final Meeting Report

US 281 Environmental Impact Statement Public Meeting #3

Prepared for the Federal Highway Administration

San Antonio, Texas
April 29, 2010

APPENDIX E

Master Comment Listing

Public Meeting #3 -- Master Comment Listing

The master comment listing below includes all comments received, in alphabetical order by commenter, as well as the corresponding reference number and response number. Each comment is presented verbatim as it was received in **Section 4.0**. Scanned images of each written comment are included in **Appendix F** and the court reporter transcript of verbal comments is included in **Appendix G**. All comment responses are included in **Section 5**.

Reference #	Name	Comment Source	Response #
13	Anonymous	Comment Card	25
21	Anonymous	Comment Card	13, 17
22	Anonymous	Comment Card	10
75	Anonymous	Court Reporter	9, 24, 17
68	Anonymous	Evaluation Form	7
69	Anonymous	Evaluation Form	Comment Noted and Considered
70	Anonymous	Evaluation Form	9, 30
71	Anonymous	Evaluation Form	Comment Noted and Considered
72	Anonymous	Evaluation Form	2, 28
29	Baker, Samuel	E-Mail	9, 10, 19
59	Barnes, Bob	Web	2, 4, 10, 11
5	Beck, Bernadette and Henry	Comment Card	10, 11, 17
17	Bella, Peter	Comment Card	13
52	Borel, Mel	E-Mail	Specific Response see Section 5.2
37	Borst, Laura	E-Mail	14, 23, 22
32	Bradshaw, Pat	E-Mail	7
56	Byas, Forrest	E-Mail	2, 5, 6, 10
86	Byler, Lloyd	Court Reporter	2, 10, 22, 30, 31
34	Cagin, Dean	E-Mail	2, 4, 10, 16, 20
46	Cardwell, John G. and Beverly A.	E-Mail	2, 4
9	Carnes, Don	Comment Card	2, 10, 11
16	Chappelle, Bo	Comment Card	Comment Noted and Considered
15	Chappelle, Raquel	Comment Card	Comment Noted and Considered
10	Cheney, Wincy	Comment Card	2, 9
33	Chin, David	E-Mail	10
24	Clark, Tim	Comment Card	10, 32
42	Cotner, M.D.	E-Mail	2, 4, 10
57	de Greef, Nico	Web	2, 10, 21
26	Dossey, Pat	Comment Card	2, 10, 11
62	Drewa, David	Web	2, 10,
64	Edwards, Richard	Web	2, 10
4	Fisher, Jay and Louie	Comment Card	10, 17

Public Meeting #3 -- Master Comment Listing

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51	Ganschinietz, Lynn	E-Mail	2, 4, 10, 16, 20
84	Garcia, Jorge	Court Reporter	10, 20
74	Garcia, Marilyn	Court Reporter	2, 9, 10, 28
45	Gardner, Bill	E-Mail	2, 4, 6, 9
77	Goings, Howard	Court Reporter	9, 10, 11, 17
40	Green, Dawn	E-Mail	2, 10
8	Griego, Ron	Comment Card	10
58	Haag, Bob	Web	2, 10, 17
28	Hagg, Bob	E-Mail	2, 17, 18
53	Hall, Terri	E-Mail	Specific Response see Section 5.2
18	Hanak, Alfred J.	Comment Card	2, 4, 10, 16
79	Hanak, Alfred J.	Court Reporter	2, 3, 4, 10, 11, 16, 29
7	Harper, Steve	Comment Card	10, 11
61	Heide, Jean	Web	2, 4, 10
63	Helwig, Rosalinda	Web	3, 8, 10, 11, 17, 25
81	Hoover, Richard	Court Reporter	2, 10
65	Hudnall, Marlene	Web	2, 3, 9, 10, 11, 17, 24, 25, 27
11	Kauffman, Greg	Comment Card	12
43	Kinchen, Kerry	E-Mail	2, 5,6, 10,
66	Kodet, Sasha	Web	10, 11
27	Kopanski, Anthony	E-Mail	9, 10, 13, 16
73	Marron, Patrick	Court Reporter	9, 10
80	Maurer Sr., Mike	Court Reporter	2, 3, 4, 10, 11, 12, 17, 24
6	Maxwell, David	Comment Card	10
23	McLaughlin, Mac	Comment Card	2, 10, 11, 32
82	Merz, Scott	Court Reporter	2, 4, 10
44	Migl, Babbie	E-Mail	9, 25
12	Miller, Robert C.	Comment Card	Comment Noted and Considered
48	Mireles, Meenu	E-Mail	20
76	Ogden, Sid	Court Reporter	2, 4, 10, 11
20	Owings, Erestine	Comment Card	2, 9, 10, 11
78	Palliser, Lester	Court Reporter	2, 10
67	Parks, Steven	Web	2, 4, 10, 11
50	Patel, Sheela	E-Mail	10, 20
39	Purdy, David J.	E-Mail	2, 22, 25
3	Renda, Daniel and Barbara	Comment Card	9, 10
35	Richardson, Eugene	E-Mail	2, 4, 5, 21, 22
1	Ritchie, Kathy	Comment Card	7
54	Savage, David	E-Mail	2, 4, 10, 26
19	Seaney, Shirley	Comment Card	7, 10, 15

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83	Seguin, Russell	Court Reporter	9, 24, 10
36	Shaw, Carol	E-Mail	2, 10, 24
49	Slabaugh, Mark and Christina	E-Mail	2, 4, 10, 16, 17, 20
30	Solis, Renee	E-Mail	17, 10
55	Sturm, Jennifer	E-Mail	2, 10
25	Terrill, Jr., Bob	Comment Card	2, 8, 10, 11, 17, 24
38	Terrill, Jr., Bob	E-Mail	2, 3, 4, 9, 10, 24
60	Thompson, James	Web	2, 10, 11
31	Tobias, Robert	E-Mail	2, 13, 16,
14	Tucker, Audrey	Comment Card	10
47	Uhl, Mike and Beverly	E-Mail	2, 10, 11, 16, 17
41	Villafana, Javier	E-Mail	1, 10
2	Wall, Deborah	Comment Card	8
85	Wall, Deborah	Court Reporter	10, 20

APPENDIX F
Written Public Comments and Meeting
Evaluation Forms

Comment Cards



COMMENT CARD

US 281 Environmental Impact Statement

Public Meeting #3 – April 29, 2010

Summit Christian Center

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about the recommended reasonable alternatives being considered for inclusion in the Draft Environmental Impact Statement (DEIS), our overall public involvement efforts, and any other items you would like us to be aware of as the EIS moves forward. Please note which alternative when recording your comments (i.e. No Build, Overpass/Expansion, Expressway, and Elevated Expressway.)

My opinion is, there should be a high speed train system not only in this area but for all of San Antonio. It seems a giant waste of highway funds to keep building roads when a train system is what is needed. Why not bring S. A. into the 21st century? In my area there are 3 different roads all going the same way. Why? And I have seen this in many other areas also in S.A. - (continued on back)

Name:

Kathy Ritchie

Address:

12438 Alexandria

City, State Zip

San Antonio, TX 78233

Email:

tom.katritchie@gmail.com

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Please do everything possible to
 preserve the integrity of the Aquifer
 IF the source of water for the
 community is negatively affected, then
 we all suffer economically

Name:

Deborah M. Wall

Address:

9 Inwood Crown City, State Zip 78248

Email:

DebMWall@aol.com

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We are happy something is getting started finally. I feel the best solution is to build overpasses on the busiest intersections and take out all the traffic lights.

Name: Daniel & Barbara Renda

Address: 2314 Estate Gate Dr. City, State Zip San Antonio, Tx. 78260

Email: danrenda@peoplepc.com

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Favor Alternative #2, Expressway. This alternative allows a smooth access and a safe merger to 281 south and north and permits a reduction in traffic congestion. The alternative (no. 2) also appears to provide overpasses that would allow a more constant flow of traffic which would certainly improve the existing conditions. While we favor Alternative #2, Please continue with the Super Street. Any improvement will beat what we have today.

Name: *JAY & LOVIE FISHER*Address: *24215 BEAR CLAW*City, State Zip *SAN ANTONIO, TX 78258*Email: *JFckhieve@aol.com (JAY) lfbelieve@aol.com (LOVIE)*

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Thank you for the open House. All 3 plans have +s & -s. I appreciate the "band-aid" fix with the Michigan Left Turn Plan. It's not a waste of time or money trying to ease some of the congestion. (I'm only worried that by the time 2012 comes around, those Mich L/T Plans will already be overburdened.) I think #1 is a quick fix (or the quickest to fix) and the Cheapest. I can foresee further expansion to #2 or #3 will be needed by ^{the time} 2012 rolls around and it's going to be another 3 years of EIS + another issues to then decide we need the larger plans. I am concerned about #1 -- the exits to Evans [+ possibly Stone Oak (but mostly Evans)] will back up on 281 just like the 281/1604 interchange because you need a longer exit avenue for the Stone Oak ^(north) folks. I would recommend an exit just past Encino Rio to extend that avenue. Those Encino Rio folks who need to get on 281 northbound will have to merge on the feeder road with that exiting traffic + not join 281 until past Evans. (I use Encino Rio all the time now, so I can say this -- it's ok).

I'm leaning towards #2 plan and to start at Evans Road first, but #1 plan is okay too if it gets the ball rolling faster.

Thank You again. Keep up the great work! ☺

Name: Bernadette & Henry Beck

Address: 3106 Sable Creek

City, State Zip San Antonio TX 78259

Email:

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I would like to see the construction complete opt 1, 2, or 3 as soon as possible. I prefer opt 1 or 2 due to exit after Marshall Rd. I would also like to see the construction that has the minimal amount of impact on the present traffic situation.

Name: David Maxwell

Address: 24 Hanbison, S.A. TX City, State Zip 78261

Email: maxmax4all@GUTL.com

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N-1385



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Alternative 1: (1) Nothing (2) Limited Access Points (3) Not at all
(4) Would not serve the long term needs

Alternative 2: (1) High flow w/ multiple access points (2) nothing
(3) Well-suited to needs (4) best long-term solution
* I rate # Alternative #2 as the best, Alternative #1
as the worst and Alternative #3 as in the middle

Alternative #3: (1) better access than alternative #1 (2) Not as good
access; flow as #2 (3) Good, not bad, but not great
(4) poor long term solution

Name: STEVE HARPER

Address: 681 BRAND ROAD City, State Zip BULVERDE, TX 78163

Email: SHARPER@FOURQUARTERSRANCH.COM

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Alternative #2 - Expressway Allows Traffic to continuously flow, and prevents the B/U that is experienced daily.

Providing the Access Road will allow ease of traffic to ^{enter the} expressway and accessibility to businesses to be maintained.

Name: Ron Griego

Address: 24538 Lucca dist

City, State Zip SA, TX 78260

Email: ronandvirgil@live.com

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ALAMO RMA
Regional Mobility Authority

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Option I ^(Overpass) or II ^(Expressway) as long as there
is NO TOLL !!

Name: DON CARNESAddress: 5063 HAWK EYE City, State Zip BULVERDE, TX 78163Email: DCARNES@SATX.RR.COM

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One year till next meeting - too long
to make decision as to the
expansion of this highway - It may
be extinct before it progresses

Keep it TOLL FREE

Name: Wincy Cheney

Address: 4703 McCall Creek City, State Zip

BLANCO, TX 78606
Email: wincycheney@gmail.com

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THERE MUST BE FIVE TIMES THE NUMBER OF VEHICLES ON US 281 COMPARED TO ALL THE SIDE STREETS. WHY DO THE SIDE STREETS GET EQUAL TIME ON GREEN TRAFFIC LIGHTS? MOST OF THE CARS COMMUTE NORTH TOWARD BULVERDE. IF YOU WILL TURN THE LIGHTS GREEN FOR 5 FULL MINUTES (CONTINUOUS), MUCH OF THE TRAFFIC WILL FLOW ON THROUGH. THIS CYCLE SHOULD BE REPEATED EVERY TWENTY MINUTES. WHEN THE VEHICLES ON 281 DRIVE THROUGH THE INTERSECTION AT 10 MPH (BECAUSE THE CYCLE IS SO SHORT) IT SEVERELY LIMITS THE FLOW. LEAVE THE LIGHTS GREEN LONGER TO INCREASE THE FLOW.

Name: GREG KAUFFMAN

Address: 24219 BEAR MOUNTAIN City, State Zip SAN ANTONIO TX 78258

Email: GREGKAUFFMAN@EARTHLINK.NET

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ALTERNATIVE 2

Name: ROBERT C MILLER

Address: 21423 DOLOMITE City, State Zip SAN ANTONIO TX 78259

Email: MILLER-R1234@SBCGLOBAL.NET

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- Group #3*
- Why did we have to introduce ourselves in small group? *waste of time*
 - Facilitator started late - Scribe was slow - missed answers but she handled the crowd well
 - *Group #1*
 - Good re-discussion / description of alt
 - Scribe was engineer - too slow (wrote pretty)
 - Facilitator lost control of group but got it back - *good effort*
 - Wild, wild west but effective *John*
 - *Group #2* started quick Slow scribe - OK facilitator
 - *#2* does best job of meeting purpose/needs

Name:

Address:

City, State Zip

Email: *20 min timed segments worked well to move people between acts*

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- | | |
|---|---|
| <p><u>Alt # 2</u></p> <p>1. <u>Advantage</u> Disadvantage</p> <p>Flow is good</p> <p>Eliminates traffic light.</p> | <p><u>Alt # 3</u></p> <p>1. <u>Advantage</u></p> <p>- Express lane to limit time for flow through</p> |
| <p>2. <u>Disadvantage</u></p> <p>No continuous frontage</p> <p>future growth limited</p> <p>limits access to businesses</p> | <p>2. <u>Disadvantage</u></p> <p>Limited access to the expressway.</p> |

Name: Andrew Tucker

Address: 27306 Spiral Canyon City, State Zip S.A. TX 78261

Email: atucker@gute.com

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After reviewing all the options and attending the public hearing, I like the non-toll Expressway option the best.

Name: Raquel Chappelle

Address: 2718 Summit View

City, State Zip San Antonio, TX 78261

Email: rchap681@juno.com

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Public Meeting #3

April 29, 2010

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COMMENT CARD

US 281 Environmental Impact Statement

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I like #2 Non (toll) the best!

Name: Bo Chappelle

Address: 2718 Summit View City, State Zip San Antonio TX 78261

Email: bchap296@yahoo.com

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The alternatives presented are very reasonable if your only goal is to manage increased vehicular traffic based on existing commuter patterns – the destinations north of 1604 served by 281 are bedroom communities with work destinations inside 1604. I see great value in holistic sustainable community planning (current paradigm embraced by DOT/EPA/HUD) for this corridor. What if work/live/play locations were integrated ~~along~~ & build within the rider shed implied by 281? What if people didn't need to leave their homes to travel 281 as a ^{commuter} corridor?

Name: Peter Bella

Address: 110 Hibiscus Lane City, State Zip San Antonio, Tx 78215

Email: pbella@aacog.com

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NO TO TOLL ROADS I BELIEVE THAT BUILD OVERPASSES
OFF LANES WITHOUT TOLL ROADS. HOV LANES CAN BE A
HELP. PLEASE USE ALL TAX DOLLARS FOR ROAD IMPROVEMENTS

Name: ALFRED J. HANAK

Address: 21538 PEARL SPRING City, State Zip SAN ANTONIO, TX 78258

Email: NONE

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Name: Natasha Smalls

Address: 25615 Wiggins City, State Zip San Antonio TX 78261

Email: Sn0tasha1@hotmail.com

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I believe Alt #2 non-toll is the best option that addresses all of the areas of Growth, Safety, Functionality and Quality of Life.

It makes no sense to toll 281 N as opposed to greater traveled roads in San Antonio i.e. I35 or I10 which include much more transit traffic as opposed to local + tourist traffic on 281.

Name: Shirley Seamey

Address: 30260 Bridlegate Dr City, State Zip Bulverde TX 78163

Email:

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Alternative 2 "Expressway" seems to be the best, Alternative 1 "Overpass/Expansion" would be second best if Alternative 2 is too expensive and would take too much time.
Main thing - no toll!
Alternative 3 - Elevated may not be as safe in inclement weather
Hurry up + finish!

Name: Ernestine Owens

Address: 13798 FM 471W City, State Zip San Antonio, TX 78253

Email:

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Personally, I do not agree with any of the alternatives. They seem to only serve as a "bandage" as opposed to directly fixing the traffic and growth problems. This whole city needs an adjustment from the interior. People are coming to this area for a reason. Construction on this "superstreet" will create more traffic, and, in turn, will possibly not be long-standing.

Name:

Address:

City, State Zip

Email:

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N-1401



COMMENT CARD

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Elevated Expressway - DO NOT LIKE

THIS ALTERNATIVE

BECAUSE IT WOULD

INCREASE NOISE LEVEL

DRASTICALLY FOR RESIDENTS

LIVING NEAR THE EXPRESSWAY

Name:

Address:

City, State Zip

Email:

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All 3 alternatives seem reasonable, provided they are NOT Toll Roads. Expansion of Blanco + Bulverde should be part of all of the alternatives. Lack of alternative routes when there are accidents on the main road is a problem. this is the first time in 5 years I have seen proposals that have ~~made~~ made sense.

No Toll Roads

Name: Mac McLaughlin

Address: 26211 Lookout Fls City, State Zip SATX 78260

Email: mac99507@yahoo.com

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- ① Separate expansion of Blanco & Bulverde as distinct options
- ② Widen Bulverde - this will help ↓ pressure on 281

Name: Tim ClarkAddress: 5505 TPC Pkwy City, State Zip SA, TX 78261Email: tclark010@att.com

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my concerns are taxation or user fees & the aquifer. I live in Encino Park & have lots of family off of Borgerfield & 1863 placing a toll would be a heavy burden for me & my family. We can't continue to build & pave over the recharge zone. We already have water restrictions in place & the more we pave the less ~~water~~^{rain} for water to trickle into the aquifer. I think we should take the money for the "Super street" & put towards option #1 or #3 & keep this corridor "free". Property values are suffering because of inaction & fear of a toll road. ^{not what I was told}

Name: BOB TERRILL Sr. EN 2001.

Address: 21414 ENCINO CIRCLE City, State Zip S.A. Tx. 78259

Email: TERRILL2000@yahoo.com 210-481-3674

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ALAMO RMA
Alamo Regional Public Utilities Authority

COMMENT CARD

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OVERPASS/EXPANSION PLAN:

IF I THINK THIS IS BEST PLAN BECAUSE
WE CAN AFFORD IT — NO TOLLS

TOLL ROADS ARE RACIST, ELITIST
MISTREATMENT OF WORKING
PEOPLE.

Name:

NAT DOSSEY

Address:

202 BASSWOOD DR City, State Zip SAN ANTONIO TX 78213

Email:


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Public Meeting #3
April 29, 2010

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Comments submitted via Email

Comment 27

 You replied on 4/12/2010 10:51 AM.
US281EIS

From: Anthony Kopanski [kopanski317@hotmail.com] **Sent:** Sun 4/11/2010 11:12 AM
To: US281EIS
Cc:
Subject: Comment on HOT lanes
Attachments:

Dear sir,

I strongly disagree with the use of HOT lanes. The HOT lanes and HOV lanes are one of the biggest waste of tax payer's money ever invented.

I have driven in areas of the USA where HOT lanes are in use. In Houston along I-10 there there is heavy traffic on the highway while the HOT lane is empty. In the Los Angeles, CA area when driving west towards Corona the same pattern occurs; empty HOT lane with the regular highway stopped in bumper to bumper traffic. Driving along I-405 in Los Angeles, CA I observe an empty HOV lane with bumper to bumper traffic in the regular lanes.

No one changes their driving patterns because there is an HOV or HOT lane. Neighbors do not live and work adjacent to each other. If they can carpool great. But the fact that a HOV lane is available is not an incentive to car pool.

Taxpayers dollars would be better spent by adding the proper amount of lanes needed to carry the traffic.

A quick short term fix that is not being used is adding to the problem and creating excessive air pollution. The northbound portion of 281 between Evans Road and TCP (Stone Oak) is currently 2 lanes. This portion of road is bumper to bumper traffice, gridlock, between 3 PM and 6 PM every day. There is adaqueate room, utilizing the existing sholders, to repaint the lines for 3 northbound lanes. By making this section of road 2 lanes you are creating gridlock every day. This could be easilly fixed by repainting the lines.

Take the HOT lane concept off the table. In is not a cost effective solution.


Thanks,

Anthony Kopanski

(210) 218-9889

Hotmail is redefining busy with tools for the New Busy. Get more from your inbox. [See how.](#)

Comment 28

 You replied on 4/15/2010 5:37 PM.**US281EIS****From:** Bob Haag [bobhaag@sbcglobal.net]**Sent:** Mon 4/12/2010 4:13 PM**To:** US281EIS**Cc:****Subject:** 281 North past 1604**Attachments:**


I wish you would STOP the push for toll roads!!!! I know the "Super Street" is just a stall until 2012, when the new legislature reconvenes. At least now you can tell everyone that "you are doing something". The problem is that this just helps make the toll road answer cheaper. If you would spend that money on bridges and overpasses, you could have the first five miles done by 2012. But that just makes too much sense for you purposes, which is to generate another cash flow avenue. We are not stupid; we know what you are doing. Like the politicians, you are not listening to the people.

The formation of the EIS Peer Technical Review Committee is further proof that you are not listening to the people but are doing what YOU want to do. This program goes along with the Health Care debacle. Let's just keep taking money from the people, they won't know until it's too late. Communism comes to Texas.

Sincerely,

Bob Haag

Comment 29

 You replied on 4/15/2010 5:36 PM.
US281EIS

From: Sam Baker [sambaker@gvtc.com]
To: US281EIS
Cc:
Subject: Hwy 281
Attachments:

Sent: Mon 4/12/2010 10:14 PM

US 281 Environmental Impact Statement

Alamo Regional Mobility Authority

1222 N Main Avenue, suite 1000

San Antonio, Texas 78212

Dr. William E. Thornton,

I do not in any way claim to be an expert on anything except what one learns from living for seventy two years. In that length of time I learned that you can not make the sand flow through an hour glass any faster than the glass is designed to allow the sand to flow.

I find it very hard to have any confidence in anyone or any group that would be foolish enough to end a freeway with three of four lanes of traffic allowed to go sixty five miles per hour into a highway with only two or three lanes, reduce the speed by fifteen miles per hour and also install a number of red lights within the first two or three miles of the highway. Are you people out of your mind?

Why spend another year or more scratching your head with your *studies* that mean nothing, but costing millions of dollars while the traffic just gets worse. Is there nobody that can have the balls to make a decision to extend the freeway at least to the county line or as far as highway 46. I don't care how it is paid for. Toll road is great as far as I'm concerned. At least it would be paid for by the ones who caused the problem by moving out here and use it, me included.

What is being done now is a brainless plan that will waste a few more million dollars and not make a bit of difference. The only way to releave the conjestion is to ***elimnate all red lights on Highway 281.***


I hope you will favorably consider the last sentence of the previous paragraph and move in that direction. Thank you for your consideration in this matter.

Samuel Baker, Ph.D
 PO Box 591464
 San Antonio, Texas 78259-0122

In GOD "We The People" Trust!
 Wake Up America! Take Our Country Back!
 Prepare To Do Whatever It Takes!

Note: If you forward this to your email friends, please remove my name and email address before forwarding. It helps prevent the spread of worms and viruses, and removes the possibility of identity theft. Thanks!

Comment 30

 You replied on 4/15/2010 5:39 PM.
US281EIS**From:** Alamo RMA Community Relations**Sent:** Tue 4/13/2010 11:21 AM**To:** US281EIS**Cc:****Subject:** FW: Super Street**Attachments:**

Please add to record and comment – this is US 281 EIS related

Leroy D. Alloway

Director, Community Development

Alamo Regional Mobility Authority

From: Renée Solis [mailto:reneer0729@yahoo.com]

Sent: Tuesday, April 13, 2010 9:05 AM**To:** Alamo RMA Community Relations**Subject:** Super Street


I was wondering if constructing overpasses with a combined turn around system to cross over 281 was considered? (I'm thinking of an overpass in the downtown area that is on Commerce. I think it's near the Bexar County Jail .) The traffic on 281 would continue to flow and those needing to cross over 281 wouldn't have traffic lights to contend with until they crossed over the highway. There could be an overpass/turn around system at Evans Rd. and Stone Oak Pkwy/TPC Pkwy as those are two areas with the most congestion. There could be at least (2) lanes of continuous flowing traffic going N and S on 281. If someone needed to exit on Encio Rio going N, then there could be a right turning lane. If they needed to exit Encio Rio going S, then they would need to take the turn around up at 281/1604. For Evans Rd, Stone Oak Pkwy, TPC Pkwy and Marshall Rd. then there could be turn only lanes for the left and for the right and they could merge with the flow of traffic going across the overpass. The speed limit on those roads are 40, so it would be easier for someone to merge at that speed. And it wouldn't completely stop the flow of traffic for those wanting to travel past all those intersections and for those wanting to just cross over 281.

I don't know if that makes sense and I fully understand that it is more complicated than the public thinks, but it was just an idea. An idea that's difficult to put in writing. For what it's worth, thank you for the efforts to finally make the traveling on 281 outside of 1604 more efficient!

Have a Blessed Day,

Mrs. Renée Solis

Comment 31

 You replied on 4/15/2010 5:34 PM.
US281EIS

From: Robert Tobias [rtobias@cityofpecos.com] **Sent:** Wed 4/14/2010 8:40 AM
To: US281EIS
Cc:
Subject: 281 Plans
Attachments:

I was and am a proponent of toll roads or HOV lanes and other initiatives that favor those that vanpool, carpool ,etc. I was a proponent of Cintra building toll roads and each time I get stuck in traffic leaving or entering our home, I want to showcase a banner saying "Thanks Toll Road Party".

I live in Lookout Canyon off of Outlook Parkway and Canyon Golf Road. As we all know, there continues to be significant housing and commercial development taking place throughout this corridor. We love our area, with the exception of transportation matters.

We are originally from Houston and are accustomed to toll roads and HOV lanes. However, we have seen HOV lanes in California that are bounded by lesser expensive methods than Houston has used in their concrete barriers.

The Alamo RMA should be encouraging families and businesses to carpool, vanpool and should consider HOV lanes to reward them for their support, while longer term solutions are considered and implemented. Help us keep our quality of life. Thanks for all your organization is doing to prepare and position SA for increased growth and prosperity.

Robert M. Tobias, Jr.

Executive Director

Pecos Economic Development Corporation (PEDC)

503 S. Cypress

P.O. Box 1493

Pecos, TX 79772

(432) 445-9960 Phone


(432) 445-9945 Fax

(432) 940-8613 Cell

rtobias@cityofpecos.com

<http://www.townofpecoscitytx.com/>

Comment 32

 You replied on 4/15/2010 5:31 PM.
US281EIS

From: Patricia Bradshaw [LosBrads@satx.rr.com] **Sent:** Thu 4/15/2010 9:38 AM
To: US281EIS
Cc:
Subject: Comments for Public Meeting #3
Attachments:

I am a resident of Lookout Canyon use the 281 corridor daily. I would like to submit a couple of recommendations/comments for the Public Meeting this month:

Has the city considered expanding public transportation (VIA) options further north?

Has the city considered adding public transportation routes to/from military bases (needs assessment might reveal a surprising number of residents that live north of 1604 but commute to Fort Sam, Lackland, Randolph and Port of San Antonio.

We could use police officer patrol in one area in particular where drivers attempt to "cheat/jockey" their way into traffic (northbound on 281 at the Evans intersection—cars will routinely stay in the far right, right turn only lane, only to whip into the center lane while IN the intersection still travelling north. I've seen many close calls and incidents of road frustration/rage). The other problem area is northbound on 281 immediately after you travel under 1604, where 3 lanes combine into 2. Drivers again will speed up in the far right lane and then cut the center lane off... or they try to muscle their way in while traffic attempting to merge in from Sonterra is also trying to merge into that lane.

Thank you in advance for your consideration of these comments.

Respectfully,

Pat Brashaw

Patricia N. Bradshaw


1632 Overlook Creek

San Antonio, TX 78260

830-980-6705 home

LosBrads@satx.rr.com

Comment 33

 You replied on 4/26/2010 10:01 AM.**US281EIS****From:** David Chin [dlchin@pol.net]**Sent:** Fri 4/23/2010 8:05 PM**To:** US281EIS**Cc:****Subject:** comment for 281 corridor meeting**Attachments:**

As a resident of the Encino Park area, I go to work each weekday morning by driving to highway 281 on Evans Rd and turn left to head to San Antonio.

I think that the idea of having overpasses is a good idea for each of the existing intersections that have traffic lights.

Have at least two lanes in each direction that go over the intersection with the traffic light so that vehicles that do not need to turn at the intersections do not have to stop. Only those needing to turn left or right, or entering 281 would need to encounter the traffic lights using the outer lanes.

Turnaround lanes could also be built into the overpasses for those no on the overpasses.


It is my understanding that the money to do this has already been allocated for this and we just need to get the work started.

It would also be good to get started with interchange ramps between Loop 1604 and highway 281 for ALL directions.

Sincerely,


David Chin
2318 Encino Mist
San Antonio, TX 78259

Comment 34

 You replied on 4/28/2010 1:43 PM.**US281EIS****From:** Dean [cagin@satx.rr.com]**Sent:** Mon 4/26/2010 6:53 PM**To:** US281EIS**Cc:****Subject:** US 281 EIS Comments**Attachments:**

- * Increase lanes from a total of six (6) lanes to eight (8) lanes by utilizing the center median for two (2) more lanes. One (1) additional lane in both directions. Dedicate the additional inside lanes (fast lanes) to HOV traffic only.
- * Centerline median barrier to separate north and south traffic
- * Construct overpasses on Evans Rd. to go over US 281.
- * Construct overpasses on Stone Oak Pkwy. over US 281
- * Freeway lanes. No toll on all lanes.
- * HOV lanes require 2 or more people in vehicle. No Trucks.
- * Sound barrier wall along residential area of Big Springs, south of Evans Rd., west side of US 281
- * Construct with existing Texas gas tax revenue and Federal Hwy monies.

Comment 35

 You replied on 4/28/2010 1:45 PM.
US281EIS

From: Gene Richardson [erichardson3@satx.rr.com] **Sent:** Mon 4/26/2010 7:06 PM
To: US281EIS
Cc:
Subject: Comments on US 281 EIS
Attachments:

To: Alamo RMA

Texans do not desire tolls to finance improvements to existing roads. Adding tolls to existing freeways amounts do a double taxation. There is no justification for charging taxpayers to use a highway that has already had its right-of-way and existing infrastructure already paid for.

Tolling US 281 will cause drivers to turn already congested neighborhood streets, such as Stone Oak Parkway, into highways as drivers seek alternative routes, thereby increasing the risk to the traveling public. Moreover, the National Transportation Safety Board, NTSB, recently concluded that toll roads, with the accompanying toll plazas, are more accident prone than traditional freeways! In an April 2006 report, the NTSB stated that backups caused by a toll booth contributed to a major accident in Illinois. "The board noted that traditional toll plazas...interrupt the flow of high-speed traffic and tend to increase the incidence of rear-end collisions," according to the NTSB report.

Making US 281 a toll way would be the most expensive, most environmentally damaging, and most invasive option which is not in the public's overall best interest.

My vote is to add overpasses and access roads within the right-of-way already purchased with our tax dollars. Paying tolls to drive on it would be outrageous.

I add that I am outraged that the Alamo RMA spend scarce money to mail me two copies of a flyer that provided absolutely no information. This money would be better spent on financing desperately required improvements to US 281.

Sincerely,
 Eugene S. Richardson
 22723 Sabine Summit
 San Antonio, Texas 78258

Comment 36



You replied on 4/29/2010 9:15 AM.

This message was sent with high importance.

US281EIS

From: Shaw, Carol L Ms CIV USA MEDCOM AMEDDCS
[Carol.Shaw@AMEDD.ARMY.MIL]

Sent: Thu 4/29/2010 8:54 AM

To: US281EIS

Cc:

Subject: US 281 EIS Comment

Attachments:

Pls. verify that the below is a part of your official record. Thanks.


All options for highway 281 need to remain non-tolled. Want the original plan of overpasses plus one additional lane in each direction. No tolls! We refuse!!

Ms. Carol Shaw

3335 Highline Trail

San Antonio, TX 78261

Comment 37


 You replied on 5/3/2010 3:32 PM.**US281EIS**

From: rebelljb@aol.com [rebelljb@aol.com] **Sent:** Thu 4/29/2010 12:56 PM
To: US281EIS
Cc: ljcurtis@indytexans.org; bft0852@yahoo.com; john.t.tate@campaignforliberty.com; tburke@aclutx.org; aromero@aclu.org; coney@epic.org; information@eff.org; bjklein@sbcglobal.net
Subject: My concerns about the US 281 toll road
Attachments:

I am concerned about some problems that would likely be caused by the US 281 toll road. I am concerned not only about its potential to facilitate surveillance, due to remote payment via RFID-chip embedded Easy Passes in cars utilizing this toll road. I am also concerned about the potential for eminent domain abuses. This road would likely be very wide, because I have read that toll roads proposed as part of the Trans Texas Corridor, which I am concerned the proposed US 281 would be integrated into, would be several lanes wide. This could be nearly a mile wide. It has been proposed to concentrate other infrastructure, such as utility conduits, within the course of the toll roads. This could be dangerous in an accident.

(My name is Laura Borst. My address is 10727 Holly Springs, Houston, TX 77042.)

Comment 38

 You replied on 5/3/2010 10:31 AM.
US281EIS**From:** Bob Terrill Jr [terrbht2000@yahoo.com]**Sent:** Sat 5/1/2010 1:04 PM**To:** US281EIS**Cc:** terrbht2000@yahoo.com**Subject:** 281 Corridor**Attachments:**

To whom it may concern,

I live in Encino Park and I have been to just about every MPO and or TxDot meeting held in the area on this subject. I can not believe the way the system has changed since this has all begun. We have more agencies involved in the process and more grid lock and nothing being done to fix the problem. Just a lot of arguing and finger pointing. As a tax paying citizen of San Antonio my whole life I don't care that you mismanaged the gas tax money or that you spent it on something other than fixing and building roads. I just want the 281 and 1604 fixed as was promised before I moved my family out to Encino Park. A Toll Road was never mentioned and never in the mix till four years later. I would have never invested my hard earned dollars in this community IF I had known there was even the possibility of there being a toll road. I am sure there are thousands in this area that feel the same way. IF the current system of collecting taxes is not sufficient then we need to look at another system BUT the public is not going to accept this till you stop mismanaging the funds and diverting them from the purpose of building and maintaining roads.(Stop wasting money on things that don't build or fix roads) I don't think the toll road will fix the congestion problem because of the added cost to people who use this corridor and since we apparently don't have the money and probably not a good idea to continue to pave over the recharge zone we need to just build some over passes for now to help. It is my opinion that if we build overpasses over existing cross streets with lights that this will go a long way to getting thru traffic in and out of this corridor. Future developers will need to pay for frontage roads to get customers into and out of there businesses. I've read the book of comments at the MPO meeting on April 29th. Sure looks like most people don't want the Toll Option. Please listen to the people we are trying to tell you what we want and need to fix the problem we live and work here and we know what is best.

Thank you,


Bob Terrill Jr.

21414 Encino Caliza

San Antonio TX 78259

210-481-3674

Comment 39

 You replied on 5/3/2010 10:40 AM.
This message was sent with high importance.

US281EIS

From: Dave [djpampromotions@world-net.net]
To: Jaclynn Fragoso
Cc: US281EIS
Subject: Public input on tolls requested
Attachments:

Sent: Sun 5/2/2010 2:10 PM

Dear RMA:

I was not able to attend the meetings last Thursday or Friday although I certainly wished to! Fact is, afternoons in general aren't good for most people as we are too busy working in today's competitive economy to come to meetings like that and Thursday I had an Dr's appointment on the other side of town! I think all such meetings should be in the evening hours when the greatest number of people can attend and such afternoon hours for meetings lend themselves to charges that these meetings are being designed to lessen mainstream, public participation by choice of hours and location which is why there is so much distrust toward your agency by so many people.

I want my opposition to tolling personal vehicles noted and my complete opposition to taking away or lessening lanes on present, public infrastructure highways that are already paid for for the free use of personal vehicles to be turned into toll roads. I am also opposed to selling public infrastructure to a private interest and feel that there can be a place for RMAs as government agencies verses the TXDoT monopoly on roadways but only when they operate in good faith for the public good. I have no problem with providing designated toll lanes for commercial vehicles of 6 wheels or more and heavy weight, semi-trailer dimensions who can pay tolls and pass their extra wear and tear cost on highways onto their customers being added to present roads but not altering the public right to free use of public roadways already there.

There are alternative, funding sources for roads that should be investigated to pay for highway maintenance such as consensual gaming on a county-option basis for metro areas. I think vehicle registration costs should be raised on nonUS assembled vehicles in general and luxury or sports cars in particular rather than tolling individually owned vehicles using unconstitutional methods of sending bills in the mail and tracking their comings and goings! All tolls should be through toll booth pay as you use systems that take some type of credit/debit cards instead of requiring toll tags unless that is what the individual company wants to do for their own practical reasons! What is most efficient is not democratic and trying to jam mandatory toll tags and photo billing/checks in the mail systems down peoples' throats is why you have such hostile receptions at your meetings!

Using photo identification of vehicle plates to send bills in the mail is unconstitutional, unreliable and lends itself to unacceptable abuse and I will oppose such initiatives with every fiber of my being! Politicians who support photo tracking of personal vehicles/mandatory toll tags are going to find out what awaits them when they are voted out of office which is going to happen soon. Governor Rick Perry and his crooked TXDoT flunkies need to go and will go soon! Jeff Wentworth will never see higher political office and will lose his Chairmanship of the Judicial Affairs Committee once Gov Rick Perry is discredited! Chico Rodriguez and Kevin Wolff will also never see higher office and hopefully the exit door to their political careers once Governor Rick Perry is gone!


The RMA has been smart not to identify too closely with Bartel Zachry and their political flunkies mentioned here who have upset too many people for too long! I don't have the axe to grind with you all that I have with others due to what I witnessed at an MPO Meeting not too long ago but it is up to you to keep it that way!

Thank You:

David J. Purdy
 8181 Tezel Rd #12097
 SA, TX 78250

----- Original Message -----
From: [Jaclynn Fragoso](#)

Comment 40

 You replied on 5/3/2010 3:27 PM.**US281EIS****From:** Green, Dawn [dGreen@Halff.com]**Sent:** Mon 5/3/2010 11:14 AM**To:** US281EIS**Cc:****Subject:** US281**Attachments:**

I live and work along the US281 corridor and drive this road every day. I am for the Expressway or Elevated Expressway options and I am for toll roads. It is time to get this area moving.

Thanks,

Dawn Green, PE



Director of Business Development

HALFF ASSOCIATES, INC.

300 E. Sonterra Blvd., Suite 230

San Antonio, Texas 78258


Phone 210-798-1895

Fax 210-798-1896

Cell 210-414-2911

www.halff.com

Comment 41

 You replied on 5/3/2010 3:29 PM.**US281EIS**

From: Javier Villafana [jvillafana73@yahoo.com] **Sent:** Mon 5/3/2010 12:19 PM
To: US281EIS
Cc: jesus.moulinet@jacobs.com
Subject: US 281 comments for recommended alternatives
Attachments:

To Alamo RMA,

I recently attended public meeting #3 on April 29, 2010 and found it to be very informative. I left without filling out my comment card, so I thought this might be a good way to give my input.


All representatives I spoke with at the public meeting stated that the City's land use planning was not yet considered in the alternatives. Although the City of San Antonio's land use planning for Hill Country Sector is not yet completed, it should be adopted sometime this summer by City Council. I strongly recommend consideration of the Hill Country Sector Land Plan in its draft form (for reference), and City adopted final version, as a basis to validate future planning growth scenarios to ensure safety, functionality, and accomodate growth.

After considering all the alternatives presented, and having some insight into the City's Hill Country Sector land planning, I strongly recommend a flexible plan that can realistically support all financial options (non-toll preferably), and promote local economic growth while balancing the existing character and landscape of the area. Sounds like much to consider, but the logical choice is alternative #2. Alternative #2 stands out as the most effective plan that addresses all the governing issues of safety, functionality, growth, and quality of life.

I do hope you consider my comments in your efforts to finalize a flexible plan that is feasible, and supported by the public. Thank you.

Javier Villafana
Project Manager
VMDG & Associates, LLC

Comment 42


 You replied on 5/5/2010 1:15 PM.**US281EIS****From:** Dolores O. Gutierrez [d821@sbcglobal.net]**Sent:** Wed 5/5/2010 10:21 AM**To:** US281EIS**Cc:****Subject:** Roads**Attachments:**

To Whom it May Concern:

Stop hijacking our gas tax money for projects having nothing to do with road building.
Stop trying to turn our roads whether already established or about to be built into toll roads.
Stop trying to sneak in toll roads by another name.
Stop abusing the tax payers of this State.
Stop acting as if you are doing this for our own good when we know its for you and your homies.
Stop giving away the taxpayers roads to foreign or domestic companies to profit from.

M.D. Cotner

Comment 43


 You replied on 5/5/2010 1:13 PM.**US281EIS****From:** Kerry Kinchen [kkinchen@satx.rr.com]**Sent:** Wed 5/5/2010 11:11 AM**To:** US281EIS**Cc:****Subject:** Regional Mobility Authority, re. 281**Attachments:**

I do not want a toll on 281. Instead of eliminating congestion or adequately handle future growth, it will only push the congestion to the access roads and neighborhood streets, making our roads less safe and will not improve air quality. Therefore the alternative proposed does not meet the purpose and need of the project.

Kerry Kinchen
31416 Sunlight Dr.
Bulverde, Texas, 78163

Phone: 210-260-8585


Comment 44

 You replied on 5/6/2010 10:22 AM.**US281EIS****From:** Babbie Migl [dbmigl@gvtc.com]**Sent:** Wed 5/5/2010 1:44 PM**To:** US281EIS**Cc:****Subject:** Reality**Attachments:**

Dear Sir or Madam:

I recently attended your latest meeting and I am sorely disappointed in the way you do things. How much does it cost for you to create these brochures and visual presentations, much less pay your employees to work at these events? You ask for our comments and then you TOTALLY ignore everything we say. Oh yes - you did show a non-tolled plan just to appease us, but then said it would not help to speed up traffic in any way. If you would check the recently built toll lanes in other places, you would see that people are not using them and the states are having to pay for the losses to a foreign company. No telling what we could have accomplished with the money you waste on these meetings!

Comment 45


 You replied on 5/6/2010 10:21 AM.**US281EIS****From:** Bill Gardner [bgardner@satx.rr.com]**Sent:** Wed 5/5/2010 6:23 PM**To:** US281EIS**Cc:****Subject:** Traffic conditions on 281**Attachments:**

We the owners of this highway are fed up with all the political nonsense and continuing environmental studies. Where were the environmental impact studies when the developers were allowed to build all the residential subdivisions and commercial businesses?

These are our highways that have been paid for once. Now they need to be expanded. The federal funds are there, so let us begin. How is it that it's okay environmentally if it's a toll road, but not if it's an expansion to what is already there? The land has been studied over and over. Again, stop the nonsense and build the overpasses. Also, what damage is being done to the environment by having hundreds of automobiles creeping along bumper to bumper expelling all that dirty exhaust?

I am so mad, I can't think to put this message in proper order, but you get the message.

Comment 46

 You replied on 5/6/2010 10:18 AM.**US281EIS****From:** Garry Cardwell [garry8790@gmail.com]**Sent:** Thu 5/6/2010 9:31 AM**To:** US281EIS**Cc:****Subject:** US281 toll road options**Attachments:**


Dear Sirs,

We wish to go on record as being strongly opposed to any US281 improvement option that includes new tolls for the use of our public highways. The gas tax we pay now should be used for its intended purpose, which includes upgrading existing public highways.

Thank you,

John G and Beverly A Cardwell
18927 De Enclave
San Antonio, 78258

Comment 47

 You replied on 5/6/2010 2:27 PM.**US281EIS**

From: Leroy Alloway **Sent:** Thu 5/6/2010 2:08 PM
To: US281EIS
Cc:
Subject: FW: road improvements
Attachments:

[Leroy D. Alloway](#)[Director, Community Development](#)[Alamo Regional Mobility Authority](#)


From: Scott Ericksen [mailto:Ericksen@sametroplan.org]
Sent: Thursday, May 06, 2010 1:55 PM
To: Leroy Alloway
Subject: FW: road improvements

From: Mike & Bev [mailto:muhl@gvvc.com]
Sent: Thursday, May 06, 2010 9:58 AM
To: Jaclynn Fragoso
Subject: road improvements

My husband and I have attended five or six meetings about toll roads in San Antonio. At each meeting we and the majority of the people in attendance have made it abundantly clear that we are against toll roads. At the April 29 meeting a new term was presented-managed lanes, which is just another term for toll roads. We have seen the managed lanes in the Katy/Houston area. Traffic is very heavy on the portion of I-10 where no tolls are charged while the managed lanes have very little traffic. Just build overpasses on North Hwy 281 and add an additional lane or two for both directions. It does not take a rocket scientist to figure out what the problem is. All you have to do is count the number of lanes on Hwy 281 south of Loop 1604 and compare that number to the number of lanes north of 1604 to see why North Hwy 281 is so congested. The Super Street project is a complete waste of our money. It would have been better spent by putting in one overpass.

Mike and Beverly Uhl

Comment 48


 You replied on 5/7/2010 2:54 PM.**US281EIS**

From: meenumireles@aol.com [meenumireles@aol.com] **Sent:** Thu 5/6/2010 6:12 PM
To: US281EIS
Cc:
Subject: 281 traffic
Attachments:

I am a home owner in Big Springs Village on the Glen. I am concerned about the noise that all the traffic is going to make and disturb my neighborhood. It should be put into the plans to construct a noise barrier wall or something for our subdivision. It is not acceptable to think that the homeowner's in our subdivision are out of luck and should not have bought in the neighborhood. One of the reason I chose to build in Village on the Glen is because I was close to 281 and would not have to fight the traffic to get to 281.

Meenu Mireles
Home owner in Village on the Glen--Big Springs

Comment 49

 You replied on 5/7/2010 2:53 PM.
US281EIS

From: Mark and Christina Slabaugh [cmslabaugh@gmail.com] **Sent:** Thu 5/6/2010 9:47 PM
To: US281EIS
Cc:
Subject: improvements
Attachments:

I would propose the following improvements.

Immediately make two left turning lanes at evans road going north on 281. Even with superhighway coming it will help traffic in mean time.

Additionally,


Increase lanes from a total of six (6) lanes to eight (8) lanes by utilizing the center median for two (2) more lanes. One (1) additional lane in both directions. Dedicate the additional inside lanes (fast lanes) to HOV traffic only.

- * Centerline median barrier to separate north and south traffic
- * Construct overpasses on Evans Rd. to go over US 281.
- * Construct overpasses on Stone Oak Pkwy. over US 281
- * Freeway lanes. No toll on all lanes.
- * HOV lanes require 2 or more people in vehicle. No Trucks.
- * Sound barrier wall along residential area of Big Springs, south of Evans Rd., west side of US 281
- * Construct with existing Texas gas tax revenue and Federal Hwy monies.

--

Mark and Christina Slabaugh

Comment 50

 You replied on 5/7/2010 2:52 PM.**US281EIS****From:** sheela patel [sheelapp1@yahoo.com]**Sent:** Thu 5/6/2010 9:57 PM**To:** US281EIS**Cc:****Subject:** no to the overpass on 281**Attachments:**

My backyard is the 281 freeway, where the Big springs sign is. I furiously object to an overpass, which i will be able to view from my back windows. I moved in this neighborhood 11 years ago and I would never of purchased this home if a huge overpass was in my back yard. I know there is need for some improvements but you need to think of another way of improving the mess on 281.

Currently i have the pleasure of hearing beeping noise and other construction in my back yard, once again you didnt think of putting the noise barrier which was supposed to be have been put in several years ago because of the traffic.

so here are the reason not to put the overpass:

my back yard would be an overpass

my property value would drop

the noise would be deafening

would not look good.

I you want to do this, then purchase our homes and you can do what ever you want. This is something you should of done before all these apartment, homes, schools and businesses. Who ever did the planning and approving of these projects did a poor job in regards to traffic.


I patiently wait for another suggestion.

Thank you,

Good karma

Sheela Patel

Comment 51

 You replied on 5/7/2010 2:52 PM.
US281EIS**From:** Lynn Ganschinietz [aunttielg@sbcglobal.net]**Sent:** Fri 5/7/2010 10:09 AM**To:** US281EIS**Cc:****Subject:** US 281 EIS Comments**Attachments:**

* Increase lanes from a total of six (6) lanes to eight (8) lanes by utilizing the center median for two (2) more lanes.
One (1) additional lane in both directions.

* Centerline median barrier to separate north and south traffic

* DO NOT construct overpass on Evans Rd. to go over US 281.

* Freeway lanes. No toll on all lanes.


* NO HOV lanes

* Sound barrier wall along residential area of Big Springs, south of Evans Rd., west side of US 281

* Construct with existing Texas gas tax revenue and Federal Hwy monies.

* Additional right hand turn lanes from Evans onto 281 South bound

Comment 52

 You replied on 5/10/2010 12:37 PM.
US281EIS

From: Mel Borel [mborel@sbcglobal.net] **Sent:** Mon 5/10/2010 11:21 AM
To: US281EIS
Cc:
Subject: Comments on 281 EIS Public Meeting of April 29, 2010
Attachments:

My comments regarding the public meeting for the 281 EIS are presented below. Please acknowledge receipt of my comments.

Mel Borel
 703 Turtle Hill
 San Antonio, Texas 78260
 Phone: 210-403-3969
 E-mail: mborel@sbcglobal.net

----- **COMMENTS FOLLOW** -----

Where's the common sense?

Three different options for improvements to 281 were presented. My comments to each are presented below. At the meeting it was very obvious that the majority of those in attendance were adamant in favor of NON TOLL ONLY. Many also were in favor of not "over spending" in the near term for future solutions. In effect, many, as myself, are opposed to mortgaging our future for the sake of near term solutions – if we can't afford it don't borrow the money or use "creative" financing to build it!

There are some analysis of the alternatives that defies common sense. For instance, there would be a net loss in speed by building the overpass expansion option (overpasses and added lane in each direction). Since it is obvious that the traffic lights are the primary inhibitor to speed, it defies common sense to say that today speeds are 25 MPH and once overpasses and two new lanes are built the average speed would be reduced to 20 MPH!

Alternative #1 - Overpass expansion plan - This adds overpasses and an extra lane in each direction. It allows for access to businesses through different means than the traditional access road model. Many states, such as Florida, feed traffic onto and off of highways using controlled access to the freeway via arterials roads rather than continuous frontage or access roads. This alternative with controlled access is the least invasive (has minimal footprint and right of way costs, less impact to the Edwards Aquifer, etc.), is likely the most affordable to construct, and it cannot be tolled which is the desire of the majority of those using 281! So this option has great potential. The current surface need not be totally destroyed and rebuilt to accommodate additional lanes – main lanes (tolled and non tolled) and frontage roads to satisfy some distorted view of providing equivalent free lanes. Therefore the cost of this option can be much less than all other options.

The drawbacks presented by the RMA can well be considered as positives for this option. Though, as presented by the RMA, a high number of driveways would lose freeway access, the plan would still give access to those businesses using different methods (see above). Some may also argue that this alternative may not handle future growth, but the RMA's own presentation says the corridor has a "low existing and forecasted population (2035) and employment density north of Loop 1604." One extra lane each way and overpasses were projected to handle the future growth through 2030 in the original plan for 281 improvements that were supposed to be built in 2003.

Alternative #2 - Expressway plan - This is almost identical to the original FREEway expansion plan for 281 that has been promised to the public since hearings in 2001. However, there is a still a big difference in footprint and cost between a tolled and non-tolled scenario. The original plan had two extra main lanes (one in each direction) and four lanes of access roads (2 on each side). The access roads were only where needed, not continuous. In a tolled scenario, there would have to be up to 6 lanes of access roads AND continuous frontage

roads for the whole 8 miles to the county line in order to convert an existing freeway into a toll road.

So I would like to see the non-toll scenario for this alternative explore a reduced footprint to shed cost and have less adverse environmental impacts than the tolled scenario necessitates.

Alternative #3 - Elevated expressway plan - This option has so many adverse impacts it's hard to recommend it to advance to the next level for study. Elevated roadways bring deafening noise levels, extremely high construction costs, aesthetic and safety issues (some due to such limited access which inhibits emergency vehicles getting access to accidents victims, etc. and others due to the possibility of high speed elevated cars crashing onto the roadways and neighborhoods below). This option is also easily tolled and makes getting on and off difficult due to extremely limited access.

Managed lanes

"Managed lanes" is code for "toll lanes" where the government "manages" (rather, manipulates) the flow of traffic by limiting access through taxation. It can also choose a method of tolling that determines how many cars can access the toll lanes. Using variable or congestion tolls, the RMA will kick cars off the lanes by jacking-up the toll rates in real time if the traffic on the new lanes slows too much. The toll varies based on the time of day you use the road. So if you have to use the toll lanes during peak hours when everyone has to go to work, you'll pay a premium tax. This is known as "congestion tolling" that they call "congestion pricing." This so called "user fee" is a government imposed new tax for driving our publicly-funded roads. In several proposed scenarios on 281, the tax will be imposed on existing right-of-way already paid for, a DOUBLE TAX!

----- COMMENTS END -----

US281EIS

Comment 53

From: Terri Hall [terri@texasturf.org]
To: US281EIS
Cc:
Subject: Please acknowledge receipt
Attachments:

Sent: Mon 5/10/2010 3:06 PM

Please acknowledge receipt of our written comments.

Public Comments for 3rd Public Hearing on US 281 EIS

Submitted by:
 Terri Hall on behalf of
 Texans Uniting for Reform and Freedom & the San Antonio Toll Party
 18866 Stone Oak Pkwy., Ste 103-37
 San Antonio, TX 78258
 (210) 275-0640
www.TexasTURF.org / www.SATollParty.com

The alternatives presented relied upon vague generalities rather than specifics. While we acknowledge, each alternative is in the beginning stages of development, the public lacked the information needed in order to properly weigh the various options. Without construction cost estimates, construction timelines, estimated proposed toll rates (and how many lanes would be tolled versus not tolled), entrances and egresses (in both tolled and non-tolled scenarios), or proposed sources of funding, the public found it hard to give feedback on the options and certainly made it difficult to determine the potential preferred alternative. It's like trying to hit a target in the dark.

Also, the validity of the data presented for each alternative is questionable and runs afoul of other data. For instance, the RMA claimed the average travel speed on US 281 in peak traffic is 25 MPH and that the average speed 30 years from now after building overpasses and two new lanes (one in each direction) on US 281 would yield a net loss in travel speed to 20 MPH. Yet, in its "expressway" alternative, that also had overpasses and two new lanes, it claims the average speed in peak traffic would be 45 MPH.

The Metropolitan Planning Organization-approved (MPO) original freeway improvement plan for US 281 north of Loop 1604 (in the MPO's TIP from 1999 to mid-2004 that previously had NEPA hearings and public support) demonstrated two new lanes and overpasses would handle the future anticipated growth for the US 281 corridor. But now the single RMA alternative that CANNOT be tolled is basically construed to be inadequate to handle the "growth."

Then, the RMA's data shows that only 25,000 less cars would use a tolled expressway (185,000) as compared to a freeway (210,000) or roughly a 12% difference. When its own traffic and revenue studies previously showed 35-40% of cars would NOT take the tolled expressway but would have to use the non-toll access roads, these figures are questionable at best. Even more suspect is its claim 86% of the traffic would take managed toll lanes versus a free expressway. When most managed lane projects around the state are doing good to see 8% of the traffic pay to use managed lanes, the differences between the RMA's projections and the reality are staggering.

Most all projected traffic on toll roads are based on what amounts to speculation. No one knows what economic factors will change in 30 years. No one knows how travel patterns, employment patterns, development patterns, etc. will change in the next 30 years. Even based on what we do know, the new version of tolling (tolling existing freeways/rights of way) are vastly underutilized due to high toll rates, resistance to tolling, and availability of adjacent free expressway lanes. Also, few of these toll projects are self-sustaining (most need massive public subsidies, including our gas tax money, so whether you take the toll roads or not, we're all paying for them which is a DOUBLE TAX and unnecessary tax burden) and have no business being built.

Given the data presented, the RMA skewed the potential feedback to favor its preferred alternative, the expressway option, over the other alternatives. Since there may be non-toll sources of funding for a smaller footprint versus a larger one, since costs to commuters in tolled versus non-tolled scenarios vary greatly therefore impacts vary greatly, and since the least invasive alternative has fewer potential adverse environmental impacts because this project traverses the Edwards Aquifer Recharge Zone, the sole source of drinking water for a city of nearly 2 million, cost is an enormous factor in determining the preferred alternative and no such information was presented. Such factors need to be considered before determining the preferred alternative. It is our understanding that the preferred alternative will already be identified in the DEIS by the next round of hearings without the public ever having the opportunity to weigh any meaningful information about the various alternatives (including meaningful information about both tolled and non-tolled scenarios for each alternative).

The overpass/expansion alternative utilizes traffic management techniques new to many Texans and has the potential to

meet the purpose and need with less cost to commuters (no toll taxes) and less damage to the environment. Proper explanation of these new methods is key to educating the public about this alternative. Not only was that not done, the facilitator in my small group actually spoke negatively multiple times about alternative #1 when the public feedback had been generally positive. The facilitator said more stop lights could plague the freeway in the future under this alternative.


However, there are other ways for this alternative to upgrade US 281 to a controlled access highway without continuous access roads and the expense of access rights (ie - give access through backage or arterial connections). How the final proposed alternative #1 (overpass/expansion alternative) gets developed may torpedo a great solution if the most affordable/workable options for how to implement it aren't advanced. For instance, buying up access rights may cause the cost to skyrocket when backage or arterial road solutions could be much more affordable and make this a potential preferred alternative.

Expressway alternative #2 needs to explore continuous versus discontinuous access roads (and analyze/present cost info for each). Under a non-tolled scenario, continuous access roads are not required as they are under state law for a tolled scenario. Also, a tolled alternative cannot meet the purpose and need since it doesn't ultimately solve the congestion problem on US 281 (which also means it will fail to address air quality/non-attainment issues). It simply displaces the traffic to access roads and neighborhood streets, making neighborhoods less safe and adversely effecting property values and quality of life. Non-compete agreements also ensure congestion remains on free routes, so this again makes a tolled scenario fail to meet the purpose and need of the project.

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Comment 54

 You replied on 5/11/2010 8:45 AM.**US281EIS**


From: dmsavage@hotmail.com [dmsavage@hotmail.com] **Sent:** Mon 5/10/2010 7:21 PM
To: US281EIS
Cc:
Subject: how best to improve mobility along the stretch of US 281 from 1604 to Borgfeld Road
Attachments:

Consider UNDERPASSES at Encino Rio, Evans, and Stone Oak with possibility of constructing more further north. Through traffic could travel unimpeded on the underpasses in either 6 or 8 lanes, depending on traffic modeling with realistic future loads. Access road would be at grade and would be two lanes on each side of the highway.

DO NOT FUND THIS PROJECT WITH TOLLS. Demand that Texas gas taxes go 100% towards TXDOT and recoup losses going ten years back. If you can't do that, then you need to disband the Alamo RMA, because you are simply a money pit and are of no use to the citizens of San Antonio. We have paid you too much for you to turn around and tax us some more.

David Savage

Comment 55

 You replied on 5/11/2010 8:51 AM.**US281EIS****From:** Jennifer Sturm [ajmmms@gmail.com]**Sent:** Mon 5/10/2010 9:38 PM**To:** US281EIS**Cc:****Subject:** roads**Attachments:**

Hello there,

Just want to add my comment on tolls. Please consider a non toll plan. My family cant afford much, and tolls would strap us for gas, food money and such....

Regards,

JS

Comment 56

 You forwarded this message on 5/11/2010 4:11 PM.**US281EIS**

From: Forrest [Patriot@satx.rr.com]
To: US281EIS
Cc:
Subject: 281
Attachments:

Sent: Mon 5/10/2010 10:02 PM

We do NOT want tolls on 281! A toll road will NOT solve congestion or adequately handle future growth, it will only push the congestion to the access roads and neighborhood streets, making our roads less safe and doing NOTHING to address air quality. Therefore the alternative doesn't meet the purpose and need of the project.

We constantly hear that there will be a choice: " You can pay and drive on the toll road or you can drive on the 'free' lanes". Well the 'free' lanes turn out to be the frontage roads and that wouldn't be any different than what we currently have. I don't think any of you take the frontage road when driving from say I-35 and 1604 to Rittiman do you? Of course not, then call the free lanes what they are-Frontage Roads-why try to disguise or spin it except that you know if you called the 'free' lanes frontage roads you would have more backlash from the casual uninformed citizen.

Thank you for your time,
Forrest Byas
1226 Phantom Valley
San Antonio, TX 78232

Comments submitted via Project Website

REFERENCE#	DATE/TIME ENTERED	Salutation	FNAM	LNAME	MAILING_ADDRESS	CITY	STATE	ZIP CODE	EMAIL	PHONE	COMMENTS
57	56:51.0 Mr.		Nico	de Greef	22315 Cowella Ct	San Antonio	TX	78259	degreefnico@yahoo.com		Please no tolls! With all the growth in this area and all the added taxes, there should be funds to construct additional roads and overpasses - just like is done in the rest of San Antonio where there are no tolls. It is illegal to use a portion of the existing public road, and especially its right-of-way that was already approved and funded in previous years for an expanded Hwy 281 for a toll road. The traffic flow in the entire North Central SA area should be considered, including expansion of 281, but also Loop 1604, Bulverde Road, Evans Road, etc. Immediately improve the intersection of 281 and Evans at the Eastern side - add a lane to turn South from Evans onto 281.
58	08:02.0 Mr.		Bob	Haag	2055 Adobe Trail	San Antonio	TX	78232	bobhaag@bcglobal.net		The intersections on 281 N, that have stop lights, should have the left turn lights on at the same time to cut down on light time on 281. That was the way it was 20 years ago before the infamous RMA got involved. This super-street is just a stall to get to 2012 (and defer costs that toll roads would cost to bring down there cost numbers) and the Austin beatards get another chance to promote toll roads, which is what RMA is interested in. I wish you would for the commuter instead of servicing the politicians.
59	53:52.0 Mr.		Bob	Barnes	7330 San Pedro	San Antonio	TX	78216	bbarnes@reatares.com		Any serious consideration to eliminate access or frontage roads is seriously shortsighted and an affront to all of the planning existing taxpayers and stakeholders along 281 have made while waiting for the powers that be to deliver on their responsibility to provide SAFE and effective roads and highways. We have paid gas taxes for years. What and who has spent this money on things other than our roads. If all you are doing is trying to get people from point A to B, without creating access to all of the properties and taxpayers in the affected area, just put in a train track. Thanks
60	55:25.0 Mr.		James	Thompson	2734 Montebello	San Antonio	TX	78259-2161	jet1799@swbell.net	210-497-5556	I am opposed to toll roads on highways 281 and 1604. I am in favor of overpasses or other options that don't include tolling the motorists.
61	56:35.0		Jean	Heide	3126 Manila	San Antonio	TX	78217	hi-d-ho@bcglobal.net	210-655-5783	I do not believe in toll roads. Especially 281. I find this to be a form of discrimination as I do not have to pay a toll to drive to my home as the residents along 281 will have to. I would rather support a dedicated tax on gasoline to be used strictly and only for our roads.
62	24:45.0 Mr.		David	Drewa	21406 Encino Lookout	San Antonio	TX	78259-2656	david@drewardesigns.com	210 481 5335	I'm unable to attend the meeting tonight, but I just spent some time looking through all the PDFs and presentation documents. To me, it's clear that the (non-elevated) Expressway option will meet most needs (traffic speed, traffic capacity, access to businesses and side streets, efficient interchanges, plenty of entrance and exit ramps) and has fewer negatives (lower profile, less noise, etc.) than the other options. Regarding funding, obviously a non-toll version of the Expressway option would be ideal. But if that would delay construction significantly, I would fully support managed or toll options to get this project started ASAP. Thank you.
63	22:37.0 Ms.		Rosalinda	Helwig	727 Mesa Ridge	San Antonio	TX	78258	rhelwig@bcglobal.net		I, too, feel that we, citizens/taxpayers are never listened to. I suggest the overpasses be put into place "IMMEDIATELY" rather than the "Superstreets", this will keep 281N flowing without snags of red lights. It is good for the environment because it keeps the cars moving rather than idling wasting gas and giving off fumes, not to mention that some cars leak oil over our Edwards Aquifer.
64	15:24.0 Mr.		Richard	Edwards	24365 Wilderness Oak	San Antonio	TX	78258	redwards@lonestar-auto.com	210-249-7500	Be it understood that I favor all options for the 281 project be NON-TOLLED. Tolling the 281 corridor in any manner or capacity will abridge my right to travel and place an undue burden on my finances. I would rather suffer the congestion caused by poor city planning (at the behest of commercial interests) than to suffer further injury and indignation by the city, county, state and its agents so that these same entities may further profit at public expense.
65	28:49.0 Ms.		Marlene	Hudnall	2235 Estate View Dr	San Antonio	Tx	78260	mhudnall@saxr.com	830-980-2753	I was at the meeting on the 29th. You had a lot of nice maps & pictures all great but that was a big expense. Overpasses should have been built yrs ago when the money was allotted, but was spent no one knows where. By waiting some business were allowed to build & now we have to pay to remove them. The smart street project is just a big waist of \$6 mil, which could have been put to overpasses. All these meetings & brochures etc. plus people to man these meetings are a big expense that could have been used towards the road. Toll roads are out NO. No elevated hwy either, as this would really effect the local business. Also need 281 & 1604 fixed. Was told at the meeting that yrs ago the engineers said their would not be much growth No. of 1604. Well here we are. Also was told at the meeting that the projections till 2035 the growth would not be that great either. Who ever comes up with this needs to live out this way for awhile & ck. the growth & land still available. Don't know the hang up for overpasses. 410.37 and any major hwy all have overpasses which makes alot of since.
66	49:32.0		Sasha	Kodet	4442 Putting Green	San Antonio	TX	78217	sashacross@hotmail.com		Although I think that construction in this area will cause considerable inconvenience, I believe that overpasses should be built to alleviate the current traffic issues that have arisen with the overdevelopment of the 281N corridor and surrounding areas. (Besides, how can you have stoplights on an interstate highway?!)
67	05:23.0 Mr.		Steven	Parks	26922 Sparrow Ridge	San Antonio	Texas	78261	stevenc@parks.net	210-259-2023	I think people pay enough taxes that toll roads shouldn't be considered for 281. I personally prefer alternative #1, the overpass expansion plan. Overpasses and an extra lane in each direction would significantly cut traffic without the need to charge ridiculous toll fees on already paid for roads.

Meeting Evaluation Forms

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com
 ☐ Church bulletin
 ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor
 ☐ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer
 Newspaper (which one?) _____ Radio (which station?) _____
 TV (which station?) Channel 4 news Email (from whom?) _____
 Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting? NA

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Comment 68

its the same for the 1604/Sea World/151 area. why
is everyone wasting money on more roads when we
need a train system?

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How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input checked="" type="checkbox"/> Sign placed in US 281 the project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: Great location!

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very	
Helpful		Helpful		Helpful	
1	2	3	4	5	

Comments: Displays were outstanding.

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	NA

Comments: didn't stay for meeting Comment 69

Any other comments? (Please use additional sheets if needed.)

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<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very	
Helpful		Helpful		Helpful	
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

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<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: <u>TURF</u>		

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very	
Helpful		Helpful		Helpful	
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

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<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: Except / No idea where it was / No signs big enough telling location

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very	
Helpful		Helpful		Helpful	
1	2	3	4	5	

Comments: Vague/as to projected cost/told 3-15 yrs before maybe

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: Great!

Any other comments? (Please use additional sheets if needed.)

Comment 70

Presenters were open-minded + on task

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☐ Twitter ☐ Socializer
 Newspaper (which one?) _____ Radio (which station?) _____
 TV (which station?) _____ Email (from whom?) _____
 Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not			Somewhat		Liked Very
Like			Liked		Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not			Somewhat		Very
Helpful			Helpful		Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not			Somewhat		Liked Very
Like			Liked		Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

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<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very	
Helpful		Helpful		Helpful	
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

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How did you hear about tonight's meeting? (check all that apply)

___ 411on281.com	<input checked="" type="checkbox"/> Church bulletin	___ HOA/NA bulletin
___ Sign placed in US 281 the project corridor	<input checked="" type="checkbox"/> Friend/family/word of mouth	___ Facebook
___ Twitter	___ Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very	
Helpful		Helpful		Helpful	
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Facilitator/series needed better "customer service" training

2 facilitators disagreed on construction timing,

Comment 71

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 Radio (which station?) _____
 TV (which station?) _____
 Email (from whom?) _____
 Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very
Like		Liked		Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very
Helpful		Helpful		Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very
Like		Liked		Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

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 Newspaper (which one?) _____ Radio (which station?) _____
 TV (which station?) _____ Email (from whom?) _____
 Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: Did not attend

Any other comments? (Please use additional sheets if needed.)

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 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____

Radio (which station?) _____

TV (which station?) _____

Email (from whom?) _____

Other: found out about (110th) on 411 5th 5411 IL

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not			Somewhat		Liked Very
Like			Liked		Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not			Somewhat		Very
Helpful			Helpful		Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not			Somewhat		Liked Very
Like			Liked		Much
1	2	3	4	5	

Comments: Did not attend

Any other comments? (Please use additional sheets if needed.)

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How did you hear about tonight's meeting? (check all that apply)

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<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very	
Helpful		Helpful		Helpful	
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

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<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) <u>KSAT 12</u>	Email (from whom?) _____	
Other: _____		

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	4	<u>5</u>	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very	
Helpful		Helpful		Helpful	
1	2	3	4	<u>5</u>	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very	
Like		Liked		Much	
1	2	3	<u>4</u>	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Comment 72

Most people seem more concerned about the toll issue
as opposed to the different alternatives. More info on
how to impact the toll decision ~~being~~ needed to make
a better decision.

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com
 ☐ Church bulletin
 ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor
 ☒ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer
 Newspaper (which one?) _____
 Radio (which station?) _____
 TV (which station?) _____
 Email (from whom?) _____
 Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very
Like		Liked		Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very
Helpful		Helpful		Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very
Like		Liked		Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

APPENDIX G
Court Reporter Transcript of Public Meeting

**3RD PUBLIC MEETING FOR U.S. 281
ENVIRONMENTAL IMPACT STATEMENT (EIS)**

APRIL 29, 2010

**SUMMIT CHRISTIAN CENTER
2575 Marshall Road
San Antonio, Texas 78259**

I N D E X

ORAL COMMENTS GIVEN BY: PATRICK MARRON
MARILYN GARCIA
ANONYMOUS
SID OGDEN
HOWARD GOINGS
LESTER PALLISER
AL HANAK
MICHAEL MAURER, SR.

PRESENTATION GIVEN BY: MICHAEL SEXTON
STEPHANIE MESSERLI

SMALL-GROUP WORK SESSION INSTRUCTIONS GIVEN BY:
LINDA XIMENES

ORAL COMMENTS GIVEN BY: RICHARD HOOVER
SCOTT MERZ
RUSSELL SEGUIN
JORGE GARCIA
DEBORAH M. WALL

REPORTS GIVEN BY SMALL-GROUP REPRESENTATIVES

ORAL COMMENT GIVEN BY: LLOYD BYTER

Comment 73

SPEAKER: My name Patrick Marron. I use 281
everyday, every day of the week at least once, and traffic
is becoming very difficult to navigate. It's becoming very,
very congestive on this road and I highly recommend -- I
highly recommend an elevated expressway for the future and I
recommend that we get on this as soon as possible before the
traffic doubles or triples in the next few years. That's
all I have to say. Hope that's clear. Thank you.

Comment 74

SPEAKER: (Marilyn Garcia) There seems to be a disconnect between what we see is happening and what we're told is happening like about the money because we -- whether the funds are there or not, we don't know. We see construction all around town everywhere, big huge projects like the 281-410 interchange, the Bandera Road elevated highways and, you know, the 410 improvements, which are great. We all need those. But this is just as important, too, and probably more important than Bandera elevated highway. And we're told that there is funds for every other project everywhere else except here and it just doesn't make sense to us.

We don't want a toll road. We want the -- we want an extension of the expressway that already exists. It just makes sense for all of the businesses out here, for the growth, now with the huge monster -- you know, the golf course out here. I'm sure that they're probably reconsidering their choice of building sites because of this. And we just want it.

And it almost appears -- Our perception is that this is almost a vendetta now because it's like the powers that be, the ones that do the voting, it's like they have made up their mind already. That's our perception. And that they're going -- they want a toll road no matter what because we've caused so much trouble for them that they've

1 decided they're going to make us suffer. And it's like a
2 standoff that we're going to see who suffers more.

3 So until Thornton is willing to put a toll road in front
4 of his house and -- not just him, but everybody else that is
5 going to be voting on this decision, until they're willing
6 to do it first, I just have no faith in them.

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Comment 75

SPEAKER: (Anonymous) I just want to know why that they are not using the overpasses when the money was appropriated for that and not used the way they're doing. It's going to be a waste of time because if you have to go up and turn around and come back, it's going to be a waste of time and I feel there's no reasons. It would be much, much cheaper to use the overpasses instead of what they're proposing.

Comment 76

SPEAKER: (Sid Ogden) I've looked at the three alternatives. I like number 1 because it says no toll. Number 2 or number 3 would be acceptable, but no toll. I don't like the idea of a toll. We've paid enough taxes, gas taxes, license plates, other things. A toll isn't justified.

Comment 77

SPEAKER: My name is Howard Goings. I've lived in Timberwood Park for 17 years and my comments are that I like your proposition number 1. However, in the meantime, I think it'd be wise if you would put three lanes on each side beginning at Borgfeld Road down to Stone Oak. And if you did that, you know, right away, you've got plenty of room to do that and it could be done. It'd relieve the traffic in the meantime until you start all this.

And one other suggestion I have is when you're over going north and you hit the Borgfeld Road light, if you would put one lane all the way through, people would not have to park and you could put those pegs up so you could go all the way north past Borgfeld to Bulverde. That's all.

1 Comment 78 **SPEAKER:** (Lester Palliser) My general
2 comment, and make it all caps, NO TOLLS. NO MANAGED LANES.
3 Nein, n-e-i-n, nyet, n-y-e-t, no. Keep it nontolled!
4 Exclamation point. That's what he says.

1 Comment 79

SPEAKER: (Al Hanak) My comments are that

2 Highway 281 does not need to be a toll road of any kind. I
3 believe that by building overpasses and easement, you know,
4 lanes where people can get off and remove all the stop
5 lights that are in place currently like at Evans and Stone
6 Oak, then the flow of traffic will be smooth and get through
7 much quicker.

8 I think option number 1 that is a nontoll is better than
9 2 or 3 mwhich would be managed or tolled. I think HOV lanes
10 are good because that allows people to travel with
11 numerous -- like buses, cars with numerous people, to use
12 that. I think that's important.

13 I think that they need to have longer exit lanes for
14 turning left or right because short ones create bottlenecks.

15 I firmly believe that there's money for all the roads
16 available, that they don't need to issue bonds to pay for
17 the roads because if you want a toll road, you got to have
18 bonds and who's going to pay for it if it goes bankrupt?
19 The taxpayer. We're paying for it already, for the road,
20 with our gasoline taxes and our taxes. So we don't need
21 another tax. And poor people can't afford a toll road
22 anyhow. So very few people would use the toll roads.

23 I think, overall, the elevated access ramps like at 410
24 where you can get on east or west could be done to 1604 the
25 same way so that there's not those bottlenecks trying to go

1 onto 1604 because of the red lights. If you had the
2 overpasses there, then they can get exiting into those
3 traffic lanes much more easily.

4 So I'm against toll roads. I know a lot of people that
5 are in our subdivision and have expressed the same opinion,
6 that the toll roads are not needed. That all we have to do
7 is build the roadways with overpasses. So I believe that,
8 you know, the people should need -- need to be allowed to
9 vote on what they want and that has never been brought
10 forward. And if they would, they would find out more about
11 what people feel what they want. But I know that of the
12 people that I've talked to, they're against it. Thank you
13 very much.

Comment 80

SPEAKER: My name is Mike Maurer, Sr. I live in Comal County off of Highway 46 West. I'm looking at the -- I'm here at the Public Meeting Number 3, U.S. 281 Environmental Impact Statement, and I've looked at the alternatives, Alternative 1, 2 and 3, and I've looked in the brochure that I was given and I looked at the superstreet. To me, the best alternative is Alternative Number 1, the overpasses, to build the overpasses.

Alternate 2 is not a -- to me, not viable because it could be -- too easily be turned into a toll road, managed lane, toll road, and we don't want that. We don't want that here. We didn't ask for it here.

Alternate 3 also toll ways, managed lanes. We didn't ask for that either.

The money was there to build the overpasses and, for some unknown reason, money has been diverted through some means and possibly may not be there anymore, but that's not our fault. That's someone else's fault. And that money needs to be returned to build those overpasses.

The superstreet, on paper, it looks good, but they're adding more stoplights. You know, not only will -- like the Evans, for example. Not only would it be that stoplight there, but there'd also be a stoplight at the turnaround. So there'd be two stoplights on the northbound side and two stoplights on the southbound side. So you're still --

1 you're adding another stoplight. It may not be as long as
2 the one long stoplight, but combined, it might be just as
3 long.

4 So there may be an Alternate 4, which would be similar to
5 the superstreet, but instead of making the -- the two-lane
6 turnaround close, put the two-lane turnaround maybe a half
7 mile further and instead of having a stoplight there, build
8 a two-lane turnaround overpass, two-lane turnaround overpass
9 on the southbound side and, likewise, on the northbound side
10 but further away. As depicted in the superstreet, but just
11 further away, half mile further south, half mile further
12 north.

13 And so where that two-lane overpass makes, like, a big
14 swooping U-turn will then form their own two lanes to head
15 back to the -- the main connector such as Evans or if -- you
16 know, if enough distance is given, you know, to the north
17 and to the south, it could even then swoop back -- those two
18 lanes could then swoop back and then connect to the actual
19 three lanes that are there right now.

20 Swerve those within half time to then go to the -- to
21 move to the access -- two lanes to the access -- the off
22 ramp in the superstreet design that could then, you know,
23 turn and make that and so where there could just be that
24 stoplight right there at the access road where it meets that
25 in case people want to go through that intersection such as

1 Evans and head further south on the access, maybe to go to a
2 business or something or to get back on 281 south. And,
3 likewise, going south, put a two-lane overpass to the
4 inside. That way, it's only the -- The overpass is only
5 going over the main travel lanes on the -- on the opposite
6 side of the freeway.

7 And then if it's further enough to the south, it could
8 also make a sweeping move to where it comes back and to
9 where there's no stoplights at all on the main lanes
10 anymore. There's only one stoplight at each. Say, for
11 instance, on the Evans, it would be only one stoplight in
12 case people want to go through the Evans Road access road
13 intersection, there would be a stoplight right there.
14 'Cause, otherwise, if you're turning right, there could be a
15 yield sign. And, likewise, on the -- and that would happen
16 on the eastbound side and the westbound side where there's
17 just one stop on each side.

18 Then the main lanes would just keep on going. There
19 wouldn't be any stoplights because the people -- it would be
20 no crossing right there, just as in the superstreet. There
21 would be no crossing from Evans going across 281. So there
22 would be no need for a stoplight right there 'cause traffic
23 would not get on right there.

24 Traffic would get on from Evans and someplace they would
25 have to turn right, but no need for a stoplight because

1 they'll just merge in with the traffic, with the main lanes
2 and just have it swooping enough to where it's -- they have
3 plenty of time to get onto it. So option 4 is a better
4 alternative than option 2 and 3.

5 Option 1, of course, is just build the overpasses because
6 they had the money and the thievery has to stop. Use the
7 gas tax money for what it's intended to be and that's for
8 the highways. They're not for the special interest groups,
9 not for roadside parks, not for hike-and-bike trails.
10 They're not to go to Texas A & M research projects, not to
11 go for VIA buses, not to go to Austin transit service. That
12 gas tax money should be built for highways, period. You
13 know, not for hike-and-bike trails, you know, not for curbs,
14 putting in some curb thing or a special bricklaying things
15 in some special district in Houston in Harris County. Use
16 that gas tax money for what it's intended and stop giving it
17 to the schools, too.

18 Highways. Overpasses. Overpasses. Build it and they
19 will come. Build the overpasses and people will be happy.
20 Stop misusing those funds and use them for what they're
21 intended because --

22 And the stoplights on 281 right now, instead of having at
23 Evans -- for example, I've called so many times about that
24 Evans Road stoplight. The westbound -- the westbound side
25 of Evans Road. That's on a timed basis. I go through there

1 nearly at midnight Monday through Thursday and that light
2 changes to -- back to red after about two or three cars go.
3 After about eight seconds, that automatically turns back
4 because it's on a good sensor, but then, automatically, it
5 goes to the other side even if there's no cars and they get
6 a green light on Evans Road facing and heading eastbound.
7 They get a light for a full 20 seconds. It used to be 30
8 seconds, but they retimed it to 20 seconds.

9 If there's no car there, that light should not turn green
10 for Evans Road. Retime that light, redo the sensors in that
11 light where it doesn't give them a green light if nobody's
12 there because this is happening at midnight and people don't
13 want to be stopping here along --

14 And now -- and now at Encino Rio, same thing is happening
15 there. No car is there at Encino Rio heading -- heading
16 west and getting onto 281 north or south and -- but yet the
17 light will turn green for them. That needs to stop because
18 for years it's been sensed, but now it's -- all of a
19 sudden it's on a timed thing. Maybe it's sensors. Go fix
20 it. People are tired of this, you know.

21 We're traveling at midnight. There shouldn't be any
22 traffic there. We should be going 50 miles an hour, 55. We
23 shouldn't be coming to a screeching halt. And because TxDOT
24 and the City want to mistime this where people are pissed
25 all times of the day.

1 There's an example. When I picked up a friend last year
2 from the airport, Friday afternoon, 3:05, I'm heading south
3 on 281. There's hardly any traffic. Traffic is moving
4 heading northbound. I picked my friend up at the airport,
5 we're returning about 5:05 Friday afternoon. It wasn't on
6 any holiday weekend or anything. I'm traveling 55 miles an
7 hour. The traffic --

8 And I just called a couple nights before about the timing
9 of these stoplights and, apparently, some new person with
10 TxDOT, apparently, went out there and fixed it because at
11 5:05 on a Friday afternoon, I'm coming through there and I'm
12 not stopping. Traffic is moving 55 miles an hour gorgeously
13 through Encino Rio, through Evans Road, 55 miles an hour,
14 all the way through. It's not until I get stopped at the
15 Stone Oak stoplight, but I'm, like, five cars from the lead
16 and -- but the traffic's not all congested because somebody,
17 with all those complaints I've given about the timing of
18 these lights, I've been -- I guess somebody went out there
19 and fixed it.

20 I'm sure that they were reprimanded for doing so, were
21 fired for doing so because it never has happened since.
22 That was on -- at 5:05 p.m. on a Friday afternoon. No
23 congestion. Traffic was moving because the stoplights, for
24 one time, for one day, they were timed right. They can do
25 it again. Thank you. And that's my comment. Do what the

1 public wants. No toll road.
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1 MS. LINDA XIMENES: Good evening, everybody.
2 It's really good to see everyone here, to have such a nice
3 turnout. We're glad that you were willing to come and see
4 all what we have to do at this point of the process for the
5 Environmental Impact Statement for U.S. 281.

6 My name is Linda Ximenes, and I'm the facilitator for
7 this evening. I'll be -- am sort of emceeding this process
8 down here and then I'll explain a little bit later what
9 we're going to be doing as we work in small group,
10 discussion groups. I'm going to introduce Terry Brechtel
11 from the Alamo RMA in just a second and she will do a
12 welcome and then we're going to have a short presentation
13 from the EIS team and then it'll come back to me.

14 I'll explain the process that we're going to use for the
15 discussion groups and then we'll move upstairs and have some
16 discussions around each one of the different alternatives.
17 So let me turn it over to Terry.

18 MS. TERRY BRECHTEL: Thank you, Linda. Thank
19 you, everyone. I don't know if I need this, but let me just
20 welcome everyone. Again, this is our third public meeting
21 that we're having on 281 and we have put together tonight, I
22 think, a very unique way of communicating with the
23 community. It's going to give you an opportunity to give us
24 real feedback on what you think about the three
25 alternatives. And that's what you're really here for.

1 You're here to tell us what you think and that's the way
2 we've set this up. And I'm thrilled that on a Spurs game
3 night, hopefully, the last night that the Spurs will be
4 playing for this round, that you're here. For convenience,
5 we did go into the ESPN website and we've got the website
6 up. So if you're one of those folks that just have to check
7 the score -- I am -- you may be able to do that. Maybe your
8 facilitator will let you do that.

9 But it is -- it is up there and -- and, again, given that
10 this is such an important corridor and it means so much how
11 you live it and are impacted by it, I'm very glad to have
12 such a turnout on this very important evening. Thank you.

13 MR. MICHAEL SEXTON: Okay. Strap your seat
14 belts on because we're going to move very fast because we
15 need to get to someone who's going to talk about the most
16 important things. What I need to do, very quickly, is bring
17 everybody up to speed on where we've been since we started
18 this project and how we got to the three alternatives that
19 we're talking about tonight. Stephanie is then going to
20 come up and talk to you about the three alternatives so that
21 we can get to the most important part of tonight, which is
22 your input.

23 Now, 281 has four goals, four major goals: Address
24 growth, improve safety, improve functionality and enhance
25 the quality of life. Everything that we do has to be

1 measured against those four goals, but with your help, we've
2 developed a series of objectives that were on that slide
3 that talk about reducing accident rates, reducing travel
4 time and, to the maximum possibility, minimize -- maximizing
5 the use of nontoll funds to build this facility. Next
6 slide.

7 The alternatives analysis that we've been going through,
8 we already talked, in the November time frame, about the
9 Level 1 analysis where we had a large number of
10 alternatives. We reduced them down from the universe of
11 alternatives we identified with you in September and now,
12 tonight, we're talking about Level 2 and Level 3 analyses
13 and we're reducing the number of alternatives to get down to
14 the number of alternatives we'll carry into the EIS. At
15 the same time, the quality and the quantity of the analysis
16 is increasing as we have fewer alternatives to look at.
17 Next slide.

18 Obviously, the corridor stretches from 1604 and includes
19 the connections to and from the north on 1604 all the way up
20 through Borgfeld Road almost to the county line. That's a
21 distance of about eight miles. Now, not only do we impact
22 and does this area of Bexar County impact the project, but
23 so does a large part of Comal County. And so we're
24 considering both in this analysis.

25 In 1970, there was almost no one living out here. By

1 2008, we're up to 86,000 and, in the future, what we're
2 calling our forecast year or our planning horizon, we're
3 going to be up at more than 140,000 people living in the
4 study area in Bexar and Comal County. So you can see, here
5 is 1973, we had a total of six developments. Fast forward
6 to 2009, and you can see -- Do we have another slide there?
7 I'm sorry. There we go. You can see, in 2009, lots more
8 development. Some room for additional development to occur.
9 This is, of course, 281. Next slide, please.

10 On the Level 2 analysis, we looked at each one of the
11 alternatives that were remaining after Alternative 1. We
12 looked at everything from reducing the conflict between
13 local and through traffic to satisfying forecasted travel
14 demand. Next slide.

15 Out of all of the alternatives that were left, there was
16 one alternative that -- it's a great alternative, streetcar
17 or a light rail. But eight miles of streetcar or light rail
18 that doesn't connect to anything isn't going to be a best
19 investment, especially when VIA's going to probably be
20 starting the same sort of alternative in the downtown area
21 and building out.

22 But over the next 25 years that we're looking at for this
23 project, they're probably not going to be to the point where
24 they can connect to that eight-mile section. So, in
25 discussions with them, they agree that it makes most sense

1 for us to preserve a right of way for future expansion
2 because we can't keep building highways forever and ever.
3 At some point in time, we've got to have a balanced
4 transportation system and, in the meantime, what can we do
5 to support them in their mission by making it more feasible
6 and more desirable to use buses? Whether it's park-and-ride
7 lots or the ability for buses to get on and off the
8 facility. Next slide, please.

9 In the Level 3 alternatives, we took the remaining
10 alternatives, based on discussions with you, and we started
11 packaging them. One of the things that we'd heard was that
12 people really have a problem with the existing
13 intersections. There's too much congestion. Why don't you
14 just grade separate those intersections? And so one of the
15 alternatives we call the Overpass Expansion, that is
16 strictly a nontoll alternative, and then we looked at a
17 second alternative, which is the overpass expansion plus
18 realizing that that alternative by itself might not
19 accommodate all future traffic levels, what could we do to
20 the parallel corridors of Blanco and Bulverde to add a
21 little capacity?

22 And then we looked at two alternatives, the expressway
23 alternative and the elevated expressway, and we've heard the
24 concerns that citizens have about using tolls. And so we're
25 providing -- In all of our analyses, we're providing a

1 nontolled alternative for the expressway, a tolled
2 alternative and a manage, which is sort of a hybrid of the
3 two. Same thing for the elevated expressway. The elevated
4 expressway, as Stephanie will explain to you, is actually
5 building a second level and trying to minimize conflicts.

6 Now, all of these alternatives would have what we call
7 complementary elements. Things that won't solve problems by
8 themselves. You can't put buses out here and solve the
9 congestion you have today and you certainly can't do it in
10 2035. But if you can get a small part of your market over
11 onto those facilities and services, you're better off. We
12 can improve the quality of life with bike and pedestrian
13 facilities. Growth management is something that's
14 incorporated in the MPO forecast that we used and then, of
15 course, various other elements that will be part of the
16 long-range plan. Next slide, please.

17 This slide is just an attempt to try to explain the lanes
18 that would be used in each of the alternatives that I talked
19 to you about. Today, we have a four- to a six-lane cross
20 section. The green is those lanes that are further out
21 towards Borgfeld Road, and then we pick up an extra lane as
22 we get down toward Loop 1604.

23 Down here with the elevated section, you see we'll build
24 bridges around the existing lanes on both sides and in
25 between we might have as much as 12 continuous lanes. That

1 doesn't mean that in one place we might not have an
2 additional lane or two, but, by and large, this is the cross
3 section we're talking about. Next slide.

4 Managed lanes are something we're going to talk about.
5 Managed lanes and toll lanes -- Toll lanes, obviously, are
6 lanes where most vehicles that are not exempted by state
7 law, which would be buses, would be emergency vehicles such
8 as fire, police and related vehicles, would have to pay to
9 use those lanes. There would be, however, by state law,
10 alternatives to that.

11 The managed lane is a little bit of a hybrid between the
12 toll lane and the nontolled lane. The managed lane,
13 depending on what policies the government wants to pursue,
14 do they want to try and get more people in fewer cars, well,
15 they might allow people that ride share or van pool to ride
16 for reduced or free price. They might say, you know, we
17 have congestion during peak hours, we're going to charge
18 higher tolls during peak hours and lower tolls in the
19 off-peak period. So if you travel off peak, it's not going
20 to cost you nearly as much and all sorts of combinations and
21 permutations that could be considered there. This is
22 something that's done in Houston today.

23 Now, the Level 3 evaluation factors -- and I want to set
24 the stage here for Stephanie with this, so next slide. One
25 key concern that we've heard out here is Camp Bullis

1 operations are very important to us. They're a major
2 employer. Please don't mess them up.

3 And so we looked at all the alternatives -- the no-build
4 overpass expansion, expressway alternatives. We looked at
5 how they would impact Camp Bullis. No-build and the
6 overpass option, no problems. The expressway alternatives,
7 well, yeah, there might be a potential that we would
8 stimulate additional development over against Camp Bullis
9 that might create problems for their operation.

10 There might be some light intrusion to their night
11 operations that they do as a result of our overhead
12 lighting. And the overpass expansion plus the widening of
13 Blanco, that was the one that we were most concerned about
14 because if you -- we widen Blanco and add more capacity,
15 we'd be having the potential to stimulate more development
16 right over against Camp Bullis. We'd have overhead lighting
17 on Blanco that would have a potential to intrude into Camp
18 Bullis. So that's how we look at those.

19 Superstreet is under construction. Many of you know
20 about that. Under the no-build alternative -- that's part
21 of the no-build alternative because it's, essentially, going
22 to be out there before this study is complete and,
23 obviously, it would be retained.

24 Under the elevated expressway alternative, we could also
25 save large parts of it, but during -- but with all the other

1 alternatives that are on the table, we would have to tear
2 out sections of it, but that's okay because with overpasses
3 coming in, which all three of these feature, we would
4 actually not need those U-turn facilities because we'd be
5 providing a separate facility. And so next slide, please.

6 Now, a key question is how will these alternatives do in
7 terms of serving the projected travel demand? Today, if we
8 look at an area south of Encino Rio Road, we're looking at
9 about 90,000 vehicles a day based on existing counts. If we
10 don't do anything else besides superstreets, in the year
11 2015 -- or 2035, we'd be looking at being able to pump about
12 115,000 vehicles a day through there.

13 If we go to the nontolled expressway alternative, we
14 could get up to as much as 210,000 and, obviously, if we add
15 tolls, some of those people aren't going to want to ride on
16 the facilities, so it drops down to 85,000. And then we
17 could get up to 170,000 with both the overpass expansion
18 option and the elevated expressway option. But -- Next
19 slide, please.

20 If, today, the average speed, whatever that means during
21 the peak hour and, obviously, peak hours can vary, you have
22 an accident, you're going to be lower, so forth. If the
23 average speed is about 25 miles an hour, under the no-build,
24 we would expect that average speed to drop to less than
25 5 miles an hour. If we got in the overpass expansion, got

1 rid of the problems at the major intersections, we could see
2 speeds only drop from 25 to 20 miles an hour. If we built
3 the expressway alternatives, on the main lanes, we could see
4 speeds at 45 miles an hour in the year 2035. In between the
5 time that we open any one of these alternatives to the year
6 2035, we would see -- we would expect higher volumes and as
7 more traffic occurs, we would expect to see those speeds
8 drop. Next slide, please.

9 One key factor that you need to keep in mind, and
10 Stephanie will do a much better job talking about this than
11 I can, is the whole question of access. Under the
12 expressway alternative, Alternative Number 2, we provide
13 continuous frontage roads. So all driveways and at
14 grades -- and cross streets that don't have grade
15 separation, would be served by those frontage roads. They'd
16 be captured.

17 On the elevated option, we have some conflicts remaining
18 where we come up and down with ramps from the existing
19 highway to the elevated sections. Those would have to be
20 worked out. But in between, on the overpass expansion,
21 we're only working at the main intersection. We're grade
22 separating and then we're bringing a ramp, and down here,
23 where we have driveways, we haven't solved that problem.
24 And the potential in the future for someone to say, well,
25 you know, there's not a signal here anymore, why don't we

1 put a signal in here and create a whole new set of problems?
2 That is something that is a concern. It has to be worked
3 out. Next slide, please.

4 How much right of way would be required under these
5 alternatives? Obviously, there's a fair amount of right of
6 way today. With the overpass expansion, we'd only need
7 about 27 more acres just on the cross streets to get them to
8 connect properly. On the high end, the expressway upgrade
9 would take 124 acres and then there'd be a smaller amount
10 for the other alternatives.

11 But one thing that we have to keep in mind is what I just
12 finished talking about. We can solve some of these access
13 problems with frontage roads, we could solve some of these
14 problems with backage roads. It will, however, result in
15 these numbers going up depending on how much we use those
16 strategies. Next slide, please.

17 The Edwards Aquifer is certainly a key issue. People
18 have -- that move out here have to have drinking water. We
19 have to be careful with what we do. And so how much
20 additional right of way would we have to take over the
21 Edwards Aquifer? Well, in the maximum case, the expressway
22 today that we show you out there, we could acquire as much
23 as 85 additional acres. Right behind it, the expansion of
24 both the overpasses and the widening of Blanco and Bulverde
25 would create about 74 and the elevated expressway about 70.

1 The overpass expansion by itself, without solving all of the
2 frontage-road issues, would be as little as nineteen. Next
3 slide.

4 And impervious cover, which is closely related, that
5 merely says stuff that we want to build out here that won't
6 percolate through, but it'll make the water run off and --
7 and have drainage problems in other areas. Again, the
8 expressway at 119 acres is the highest, the lowest is the
9 elevated expressway and in between the overpass expansions,
10 but, of course, depending on how much additional frontage
11 roads and backage roads we would be build in the final
12 solution, those numbers could go up some. Next slide.

13 Homes and businesses. Nobody wants to lose what they've
14 invested in and under the overpass expansion, we'd be
15 looking at 12 commercial structures that would probably have
16 to be taken without considering further improvements. On
17 the expansion of Blanco and Bulverde, we'd be talking about
18 at least 34 additional residential structures and then, of
19 course, on the expressway, we'd be looking at a total of
20 three residential and 28 commercial and slightly less on the
21 elevated section. Next slide, please.

22 Okay, what we come to you with tonight is recommendation
23 that we carry forward the no-build strictly because we have
24 to carry that forward to provide a comparison to see whether
25 we're doing something better or worse. Carry over the

1 overpass expansion alternative strictly nontoll, carry over
2 the expressway alternative as nontolled, tolled or managed
3 lanes subject to future decisions by policymakers. And the
4 elevated expressway alternative, nontolled, tolled and
5 managed. And all of them would have these complementary
6 elements included in them, whether it's to add bus service,
7 to improve quality of life with connections with bike and
8 pedestrian facilities and so forth. Next slide.

9 The only alternative, then, that we're recommending
10 tonight be eliminated is the one that includes both the
11 expansion -- the overpass and expansion of 281 as well as
12 the widening of Blanco and Bulverde Road. The reason we're
13 recommending that is for the following considerations: The
14 Camp Bullis operations impact, the large number of potential
15 displacements of residences and the high potential for vast
16 adverse environmental impacts in terms of additional impact
17 on wildlife habitat, noise impacts on communities and so
18 forth.

19 With that, I'd like to turn things over to Stephanie and
20 she'll talk to you about the alternatives in greater detail.

21 MS. STEPHANIE MESSERLI: Hopefully, you've
22 all had a chance, before this meeting, to look at the
23 exhibits we had up on that upper level. We're going to zoom
24 in to a couple key locations and talk about each alternative
25 to give you a little bit more information. And as Michael

1 mentioned, we have three alternatives, along with the
2 no-build, that are moving forward. It's our recommendation
3 the first alternative is an overpass expansion at 281 and
4 Evans Road. This alternative, like the name says, provides
5 an overpass over the major cross streets and the word
6 expansion means currently what you have are three lanes up
7 to Stone Oak, generally, in each direction and then you have
8 two lanes north of there. So the expansion in this
9 alternative is that we would propose three lanes northbound
10 and southbound north of Stone Oak also. Next slide, please.

11 SPEAKER: Is that with Bulverde? Is that
12 alternative with Bulverde --

13 MS. STEPHANIE MESSERLI: That was not
14 Bulverde. We were looking at Evans.

15 SPEAKER: No, no. I know, but Alternative 1,
16 does that include Bulverde and --

17 MS. STEPHANIE MESSERLI: It does include
18 Bulverde.

19 SPEAKER: This is the one that you would want
20 out? The one that they don't want to us recommend, right?

21 MS. STEPHANIE MESSERLI: Okay. Well,
22 let's -- let's keep going so we can get done here on time
23 and we'll have -- Are we going to take questions at the end
24 or are we gonna keep going? After the discussion. Let's
25 keep going so we can get through this on time and get to the

1 small-group discussion.

2 So that previous drawing we were looking at, this is a
3 planned view drawing of that -- of that same location. So
4 we have Evans Road right here. And to show you what some of
5 the colors mean on the exhibits, there's a light blue color
6 which represents pavement, a darker blue color which
7 represents the bridge and also this green dash line which I
8 think Michael touched on that in his presentation.

9 The -- the transit has been eliminated from further
10 consideration, but we wanted to provide the opportunity in
11 the future if they did decide they would want a transit
12 component, so -- so that is the provision for that in the
13 future if they would want it.

14 And the red driveways that are shown on here, these are
15 all the driveways in major -- or minor cross streets. What
16 that indicates is that we need further analysis to determine
17 how we could provide safe access. And what we mean by that,
18 as an example, if you look at HEB, they have two driveways
19 right here in this location. Once you grade separate the
20 intersections, there's no more stoplights for people to stop
21 at, so their speeds would be expected to be much higher on
22 this road.

23 So if you have through traffic traveling at a higher
24 speed and all of a sudden someone slows down abruptly to
25 make a right turn, it can cause a safety issue. And so we

1 want to look at all those situations very carefully and make
2 sure we address access.

3 There's three ways we could provide access. We could
4 provide a frontage road, a backage road or we could purchase
5 access right. So to give just a quick example of what each
6 one of those could be, if we were to provide a frontage road
7 along here, these driveways would act as a frontage road and
8 it -- and it wouldn't be a safety concern for us.

9 An example of a backage road is you have a street through
10 here, it's currently not a public street, it's private
11 street. But if it were upgraded to a public street and
12 these businesses were provided access along the back, that's
13 what we mean when we say a backage road.

14 What we mean when we say purchasing access rights along
15 here at HEB, if these driveways were not allowed and the
16 access rights were purchased, their access would be provided
17 by a back road. So I don't want to suggest that that's --
18 that's our recommendation. I'm just giving you an example
19 of what each of those things means. So let's move to the --

20 SPEAKER: Is somebody who's looking at these
21 studies familiar with the controlled access from parking
22 areas like they do in Florida where they force you back to
23 a -- an intersection that you've got to access? So that --
24 Actually, you don't have access from, like, the shopping
25 center onto the freeway itself. You've got to go -- Is that

1 what you consider a backage approach?

2 MS. STEPHANIE MESSERLI: The backage
3 approach. Right. And we're not suggesting any certain
4 solution at this point. We're just -- we're showing you the
5 driveways that are in red still need further analysis so we
6 can determine how safe access could be provided. So let's
7 move on to the next location for Alternative 1.

8 This is at Marshall Road and, once again, you have an
9 overpass over the cross street and it's -- it's a very
10 compressed footprint so -- so that's an advantage of this
11 alternative. With a smaller footprint, comes a less right
12 of way required and a lower impervious cover. So let's look
13 at that in plan view and you have the same colors that
14 represent the same information. A new color you have on
15 here is the heavy orange line and that represents where we
16 would say a proposed right of way would be needed to install
17 this alternative.

18 So let's move onto Alternative 2 and this is similar to 1
19 in that it does provide an overpass at the cross street.
20 This is Evans Evans Road again, but the -- one of the
21 differences is that you have a continuous frontage road on
22 both the northbound and southbound side in this alternative.
23 One thing you'll notice is that that provides access to all
24 the businesses along there and there's the HEB and the
25 driveways.

1 And in plan view, there's no red, which means, you know,
2 access could be easily or safely provided from the frontage
3 road because you have that in this alternative. With this
4 alternative, though, comes a larger footprint and, you know,
5 more right of way taking, but it also provides a higher
6 level of service and less congestion.

7 So let's move onto the next location at Marshall.
8 Similar, again, although we have the frontage roads that run
9 all the way through and a little bit wider footprint. And
10 then let's go to plan view, and this is the same location at
11 Marshall. You'll notice a new symbol on here which is a
12 green dot with a black circle. What that represents is that
13 is a structure that's in conflict with where we would need
14 to purchase right of way. So if this is our proposed right
15 of way, there's some structures that -- that do fall within
16 the proposed right-of-way limits. So that -- that's
17 indicating that.

18 Okay. So Alternative 3, our last alternative, is the
19 elevated expressway. In this alternative, the new lanes
20 that are built would be elevated and they would be on the
21 outside of the existing lanes south of Stone Oak, north of
22 Stone Oak with a transition to the west side. One of the
23 advantages here is you have the opportunity to save most all
24 of your existing pavement and the new structures are built
25 elevated so you have a very small increase to your existing

1 impervious cover. With that comes a higher price tag,
2 obviously, because you're building bridge structures for a
3 long distance and here's the plan view and here's yours
4 bridge structures which look, you know, like the previous
5 drawing.

6 Another thing to point out are these large arrows, a
7 green arrow for Evans, Stone Oak, Marshall. What this
8 indicates is this is where -- if you were on the elevated
9 lanes, you would exit off to go to Evans. So you'd have
10 direct access there.

11 On this area, you see it says Stone Oak and Marshall.
12 What that's saying is that's the point you'd exit off of the
13 elevated lanes. So that's telling you, if you want to go to
14 Marshall, you're going to have to exit off and sit at a
15 traffic light at Stone Oak to get to Marshall. So although
16 this has some advantages, one of the disadvantages that your
17 access is not quite as good as it would be in other
18 locations. We have limited locations where ramps will fit.

19 This is an entrance ramp onto this -- This brownish color
20 is an entrance ramp onto the elevated sections. That's what
21 that represents. So let's go to Marshall location and, you
22 know, as we just said, the elevated lanes switch to the west
23 side once you get north of Stone Oak. One of the benefits
24 here is that the superstreets which were installed or being
25 installed would be able to remain in this alternative in the

1 future.

2 And let's go to the plan view. And same -- same colors
3 and representations. The -- the light green in here
4 represents superstreets can stay. And in Alternative 3, the
5 superstreets could remain at Marshall and at Stone Oak in
6 the future. And I know I went through that pretty quickly,
7 but I want to keep us on time here. So I think we're done.

8 MS. LINDA XIMENES: Okay, let me explain how
9 the small-group work process is going to go. You have a
10 number on your agenda. Those numbers were assigned to you
11 just randomly so there's no -- The way this'll work is I'll
12 tell you in a minute what number corresponds to which
13 alternative and then if you'll go and get in that -- with
14 that particular alternative, you'll start with a particular
15 alternative and we'll be the -- the facilitator -- there'll
16 be a facilitator and a scribe in each -- in each group and
17 what you'll do is there'll be four questions that you'll be
18 asked to respond to: What do you like about this
19 alternative, what concerns you about the alternative and
20 then how does it meet the need and purpose and then whether
21 or not you think it's a long-term solution.

22 You'll have about 20 minutes or so in that small -- in
23 that group with that particular alternative and then we'll
24 ask you to move to the next alternative. So if you start at
25 Alternative 1, you'll move to Alternative 2; if you're at 2,

1 you'll move to 3; if you're at 3, you'll move to 1 and then
2 we'll do that so you'll have a chance to go to each
3 different alternative. The same questions will be asked in
4 each alternative, so you'll have chance to look at each one
5 in terms of what you like and you don't like, whether you
6 think it meets the need and purpose and how whether or not
7 you think it's got a long-term solution.

8 What we'd like to do is ask you, as you do that -- let
9 me -- as you're -- as you're working in the small group,
10 just to keep things working smoothly 'cause we don't have a
11 lot of time, is as you're in the group is to listen to
12 understand, to let one person at a time speak, that you
13 would -- that it's okay for you to have -- for there to be
14 different opinions. We're not looking for a consensus in
15 this particular discussion. We're looking for, like, the
16 range of opinions that are here so we can see what the
17 different opinions are that people have about the particular
18 alternative.

19 Then the last thing is that we ask you to be concise and
20 -- and on target for the -- whatever your comments are.
21 It's real easy to get sidetracked and that's okay for you to
22 do that for a little bit, but the facilitator will probably
23 ask you to kind of come back to what the question is. Let
24 me --

25 There are a couple of things. One is that the court

1 reporter is right here for now, but after we finish with
2 this, we move into the small groups, she'll be setting up
3 again back up on the part of the stairs when we're finished.
4 She'll be there till the meeting is over, so if you have any
5 comments that you want to make to the court reporter, that's
6 fine for you to do that. We're going to move over there and
7 also, if you want to tweet, you can tweet, too. There's
8 lots of ways that you can make your comments.

9 What I'm asking you to do is then to look at the number
10 that you have on your sheet, on your agenda. If you'll look
11 on your number -- numbers 1, 2 and 3 are at Alternative 1.
12 You'll start there. We have them set up so that there's one
13 group on this side of the alternative and there are two
14 groups on this other side. So if you'll go -- This is
15 Alternative 1, the one that's the farthest over here. If
16 you'll start there if you have 1, 2 or 3 on your agenda.

17 If you have 5, 6 or 9. I know this is kind of screwy.
18 Just be patient with us, please. 5, 6 or 9 is Alternative
19 Number 2, which is the one in the middle. It's those where
20 those -- where those long plans are that are like the ones
21 that you just saw. And it's the one in the middle and
22 there -- again, there's two on this side and one on the far
23 side.

24 And then for groups 4, 7 and 8, you'll start at
25 Alternative 3, which is the one on the far side. Okay?

1 It's the one all the way to that end. You'll work in your
2 small groups for about 20 minutes, responding to the
3 questions.

4 The scribe or -- the scribe will write down the responses
5 on the flip chart so if you see that they're not getting it
6 the way you said or they're not understanding it, make sure
7 that they get it right. And so then you'll have that time.

8 Then the ones of you that are at this end, which is
9 Alternative 3, will move over to Alternative 1 and you just
10 sit in the same general location that you were and then the
11 ones from 1 will move to 2, the ones from 2 will move to 3.
12 You'll do that twice. You'll move two -- two times after
13 the first session. So you'll go to each different
14 alternative. So you'll have a chance to look -- talk about
15 each alternative and do that. So if you'll go ahead and
16 move over there. Thank you all very much. We'll see you in
17 a minute.

18 (Small-group work discussions)
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Comment 81

SPEAKER: (Richard Hoover) My opinion is that the number 2 would be the best because I like to drive slower and I wouldn't have to drive on the fast lanes. The access roads would be ideal for areas where I drive from 306 all the way into town. And we've got a lot of people that are low income in my area and if they made it a toll road, it would be almost impossible because they drive back and forth two or three times a day. An estimated cost of the other meetings we were at was \$10. That would be \$30 per day. That's my opinion. Thank you.

Comment 82

SPEAKER: My name's Scott Merz. I live out

281 and I, too, think the number 2 is the best alternative, but they need to -- right in further of this, as they're building or while they're building this thing, they need to write in there no toll roads and they need to put it in as a law or mandate it, that it's to be a nontolled road area.

Where they fund this, the State's got a lot of money in taxes, free tax money they're getting off of lottery tickets and lottery. They can squeeze out some more money for that, but I think it needs to be mandated that they do not use that new road and try to toll it. 'Cause it's just too much money. It costs too much money for our cars to go back and forth.

Comment 83

SPEAKER: (Russell Seguin) Many concerns

about this whole operation, this meeting that we're doing tonight. I have been to meeting after meeting after meeting for years now. Fighting this whole operation for, I guess, at least eight years, possibly nine and when all we need is overpasses.

If the same type of road structure works inside of 1604, why would not the same structure work outside of 1604? If it works in Comal County at 1863 and 281 and 46 and 281 and anywhere else there's overpasses, just put our overpasses in that we have paid for.

We're still being told that the money is not in place to build our overpasses. Then I say our governor and our legislature needs to call for hearings and find out where our money has been squandered and find the money, prosecute those who have squandered the money and build our roads that we have paid for.

We're looking at some drawings here at this meeting of these Cadillac road structures including an elevated system, which I don't understand why we're even considering an elevated road structure when the cost of that would be so astronomical, but yet we're being told that we can't even pay for overpasses. Again, it appears that our tax dollars have been squandered again for the cost of the design, the drawing, the preliminary engineering to draw this elevated

1 structure. Total waste of my tax dollars.

2 And if you could also pass on to Mr. Perry that he could
3 be a hero to all of us who live in this area that use 281
4 everyday, that he could be our hero if he would just tell
5 TxDOT focus on 281, get the overpasses put in. But at this
6 point, myself, my family, my friends, I do not know one
7 person that live out this direction that frequents 281 that
8 is going to vote for Governor Perry this election. Pass
9 that on to him. He could be a hero. But he may end up
10 being a loser this election because he's ticked too many
11 people off and we just can't, in good conscious, vote for
12 him 'cause that would be condoning the way he has squandered
13 this entire operation that we have been fighting him for
14 eight years now.

15 My last comment is just please stop wasting our tax money
16 and do the right thing. If you can't, leave your office and
17 we'll find someone else who can do the right thing. Thank
18 you.

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1 Comment 84 SPEAKER: (Jorge Garcia) I think that the
2 third plan for proposition would have a negative effect on
3 home values in the area because of the traffic, the noise.
4 The noise would have a negative effect on the local commerce
5 because the cars driving on the ramp, on the elevated ramps,
6 would not have ready access to the local commerce. They
7 would bypass it. So that could affect the commercial
8 property values. That's pretty much about it.

Comment 85 **SPEAKER:** (Deborah M. Wall) I'm going to tie
into his. The elevated alternative would negatively affect
the residential property value.

1 MR. TIM SUELTFUSS: Okay. I'm with
2 Alternative Number 1. The three most common things people
3 liked about this alternative are, number one, it's nontoll.
4 Two, smallest footprint in relation to right of way and
5 aquifer impact. (unintelligible).

6 What were the three most common concerns about this
7 alternative? Number one, safety. Specifically, high-speed
8 traffic, conflicting with turning and exiting vehicles;
9 disruption during construction; and it might not completely
10 address congestion and it limits access to businesses during
11 construction.

12 What were the three most common reasons people stated
13 about how will this alternative will address the needs and
14 purposes of the group? Improve functionality by providing
15 overpasses and, (unintelligible) potentially, it's not as
16 safe as other alternatives and improves quality of life due
17 to absence of tolls.

18 What were the three most common reasons that they thought
19 this alternative would serve as a long-term solution for
20 U.S. 281? In each, short-term need by eliminating
21 stoplights and could be expanded in the future. Reasons
22 that it would not serve as a long-term solution for U.S.
23 281, it's not expandable enough for future needs, no
24 continuous running (unintelligible), did not allow for a
25 long-term solution and the common (unintelligible) was that

1 it was a band-aid and not a long-term solution. Thank you.

2 MS. LINDA XIMENES: Alternative 2?

3 MR. JEFF CASBEER: Alternative 2. We had a
4 really good discussion tonight and the things that people
5 most liked about Alternative 2 is the expressway -- elevated
6 expressway with overpasses at the intersections. People
7 liked the frontage roads and the access -- the free access
8 to all the businesses and -- and residency and everything
9 along the corridor. They liked the -- as long as it was
10 nontoll. Let me just say that. As long as it's not tolled,
11 they liked it.

12 Access was a big thing that it provided adequate capacity
13 for now and in the future. They liked that it was less
14 expensive and the bridge structures -- elevated structures.
15 And they liked that it also included an opportunity for
16 transit to be added in the future. The biggest concern was
17 that toll road -- they don't want a toll road and it has a
18 larger footprint or there would be more (unintelligible) or
19 the (unintelligible) -- the aquifer.

20 And then there was -- we had a lot of folks that were
21 interested in transit along the alternative. They wanted to
22 make sure that it was planned to have transit in the future
23 and that we build overpasses to accommodate traffic in the
24 future as long as it was a nontolled road. Everyone pretty
25 much agreed that this met the purpose and the need of the

1 project as long as it was not a tolled road and they all
2 agreed that it would be a long-term solution as long as it
3 was not a toll road. Thank you.

4 MS. LINDA XIMENES: Thank you. Alternative
5 3?

6 MS. TRICIA BRUCK: Hi. I'm going to talk
7 about Alternative 3, the elevated overpasses. My name's
8 Tricia. When I asked my group what they liked about the
9 alternative, what I heard most was it had less environmental
10 impact than the other alternatives. (Inaudible)
11 functionally preferred the superstreet project and another
12 thing they liked about it was the preservation of the
13 existing lanes on 281.

14 When I asked my group about what concerned them about
15 Alternative 3, they mentioned the elevated cost, the noise
16 impact and the likelihood to be tolled.

17 When I asked if they felt this alternative met its need
18 and purpose, they said no, that the toll wouldn't come
19 through. They discussed quality of life. Most people
20 mentioned no because it didn't benefit the through traffic.
21 And we talked about safety. They didn't feel it was as safe
22 as the other options. And we talked about function and
23 functionality. They said no because they felt it had
24 limited access. And when we talked about the last question,
25 if we felt it was a long-term solution for U.S. 281, they

1 said no and they mainly used the same reasons they entered.
2 Thank you.

3 MS. LINDA XIMENES: Wrap up.

4 MS. TERRY BRECHTEL: I'm supposed to remind
5 you about the comment cards. Your comment cards are
6 important. You have ten days to give us comments. May 10th
7 is the day. The last thing I have to say is I am so
8 impressed with the number of people that remained here all
9 the way to 9:00 o'clock on a very, very long day and I think
10 you-all deserve a round of applause. This meeting has been
11 a success and the Spurs are going to be a success, as well,
12 tonight.

13 MS. LINDA XIMENES: Let me just remind
14 everybody that we will not be having a public meeting until
15 the summer of 2011. The team -- The study team will be
16 looking at these three alternatives during that time.
17 There'll be information posted on the website. We'll be
18 having committee and advisory committee meetings and if
19 you'd like to have a presentation to your homeowners
20 organization or your community organization, let us know so
21 we can make arrangements to do that. Thank you-all very
22 much again for coming.

23 SPEAKER: Can we copy any of this information
24 and disseminate the information to our neighbors if we have
25 to?

1 MS. LINDA XIMENES: Sure. Please, please.
2 Fill out a comment card, you can also go online and do it
3 online.
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1 Comment 86 **SPEAKER:** (Lloyd Byler) A couple of things
2 that I have not heard discussed, one of them which I think
3 is -- is ludicrous not to evaluate is the impact on tourism.
4 Because I hear tourists go to other cities and other states
5 where they have toll roads, they don't have a toll tag. And
6 so when I'm driving up in Austin or Dallas, I don't take a
7 toll because I don't have a toll tag. And all the stories
8 you hear about getting tagged incorrectly, charged
9 incorrectly, because you don't have a toll tag, there's,
10 obviously, a penalty for doing that and it really, really
11 discourages tourism. And the City of San Antonio depends on
12 tourism. That's our number one industry.

13 So I don't see why we are discussing toll roads if we
14 have not even considered its impact on tourism. And it's
15 not on any of the literature, it's not on any discussions.
16 I have to bring it up in the meetings.

17 And, secondly, in any of these evaluation points, they
18 never say cost. They never say a cost as part of the issue
19 and why we're discussing this. I guess it's kind of
20 implied, but why wouldn't there be a question, you know,
21 what about cost? How does this affect the cost? Since
22 money is an issue, since financing these projects is an
23 issue, why shouldn't cost be front and center, then, in
24 consideration this? And each option should have a cost
25 evaluation up front so the people -- the residents, the

1 community, can decide easier as far as cost goes.

2 So those are the two main issues. Tourism -- Impact on
3 tourism regarding toll roads and the fact that tourists will
4 not take a toll road because there's a toll tag. It says
5 easy tag only. They can't just go up to the booth and pay
6 for it. And the other one is upfront cost evaluation in
7 these meetings. That's it. Thank you.

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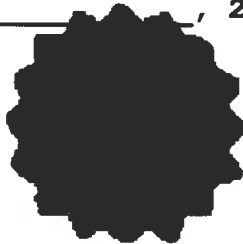
1 STATE OF TEXAS)

2 COUNTY OF BEXAR)

3 COURT REPORTER'S CERTIFICATE

4 I, PATRICIA M. GREEN, Certified Shorthand Reporter
5 in and for the State of Texas, hereby certify that I was
6 employed to and did report in shorthand the matter entitled
7 "3RD PUBLIC SCOPING MEETING FOR U.S. 281 ENVIRONMENTAL
8 IMPACT STATEMENT" on APRIL 29, 2010, and that the foregoing
9 54 pages of transcription were prepared under my direction
10 and contain and constitute a full, true and correct
11 transcript of my shorthand notes taken at said time and
12 place and reflect, to the best of my skill and ability, an
13 accurate record of the subject proceedings, and that an
14 original and one copy only hereof have been prepared at the
15 direction and for transmission to SONIA JIMENEZ, XIMENES &
16 ASSOCIATES, INC., 421 Sixth Street, #1, San Antonio, Texas
17 78215.

18 WITNESS my official hand this the 13 day of
19 May, 2010.



20
21 Patricia M. Green
22 PATRICIA M. GREEN, CSR #3614
23 Expiration Date: 12/31/10

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APPENDIX H

Small Group Flip Chart Transcription

Small Group Work Session Overview:

The participants at Public Meeting #3 were randomly divided during registration into small groups of 8 to 10 people and seated near each build alternative. Each group was lead by a facilitator from the US 281 EIS Team. The small group work session participants were asked to discuss a set of four questions:

1. What do you like about this alternative?
2. What concerns you about this alternative?
3. How well do you think this alternative meets the need and purpose for improvements to US 281?
4. How do you think this alternative would, or would not serve as a long-term solution for US 281?

The answers to these questions were captured on flip charts and a transcription of this input is included in tables on the next page.



The groups operated in a round robin fashion. Each group spent about 20 minutes reviewing the build alternative and after 20 minutes, they were asked to rotate to another build alternative and repeat the same exercise. Once everyone had the opportunity to discuss each of the three build alternatives, the groups reconvened as one large group and the facilitator of each group presented a brief report to the whole group on the highlights on their group's discussion. The reporting out to the larger group allowed everyone to hear the various perspectives.

Alternative 1 Overpass/Expansion (Non-Toll)	
Question 1: What do you like about this alternative?	
<ul style="list-style-type: none"> • Non-toll • Has overpasses • Lower cost • Least number of lanes • Less intrusive • Least time to build • Aesthetics/visually appealing • Eliminates red lights • Has option of phased growth • Leaves room for expansion 	<ul style="list-style-type: none"> • Add frontage roads to shopping centers • Can use existing federal and state funds • Least environmental impacts and lower impervious cover • Allows for future mass transit alternatives and infrastructure • Similar to US 281 from Loop 410 to downtown • Least impact on aquifer, Camp Bullis • Least negative impact to home values and commerce • Addresses highest congestion areas • Least amount of change
Question 2: What concerns you about this alternative?	
<ul style="list-style-type: none"> • Wilderness Oaks going all the way through • Congestion on ramps (no frontage road) • Access problems and cost associated • Short-term band-aid • Taking too long to start • Does not address long-term needs • May not address the 2035 needs • Not as good as Alternative 2 and 3 • Re-routing will congest other areas • How do they let contracts to build this? • Construction phased in • No access roads • Will not improve traffic • No dedicated exits on frontage roads • Existing lights intentionally out of sequence • More disruption than Alternative #3 	<ul style="list-style-type: none"> • Not enough access "helps today, not tomorrow" • Least accommodating for future growth • More disturbance to traffic during construction • Businesses negatively impacted during construction • Eliminates the superstreets • Bridge needed at Mt. Lodge Dr. due to traffic concerns • Might be obsolete before construction even starts • More dangerous – cross 3 lanes of traffic • Safety -- speed of traffic and cars merging with through traffic • Doesn't fully prepare infrastructure for mass transit • Utility adjustments may make construction longer • School at Summer Glen may require a new traffic light • No continuous frontage roads • Distance to change direction
Question 3: How well does the alternative address the needs and purpose?	
<ul style="list-style-type: none"> • Doesn't address need and purpose • Fails to address safety and access • Non-toll = quality of life • Doesn't address long-term growth • Improves safety • Meets all four needs and purpose • Fails to address growth • How would it relate to a potential outer loop? • Considered to be adequate • Meets need the quickest • Toll roads discourage tourists 	<ul style="list-style-type: none"> • Does not improve safety because of exits and entrances – redirects problems • Does not improve functionality • Hurts quality of life due to poor traffic, safety problems, traffic lights • Extra traffic with turnarounds • Short-term construction difficulties = short-term nightmare • Does not alleviate congestion as well as other alternatives • Less air pollution due to steady flow of traffic
Question 4: Would this alternative serve as a long term solution?	
<ul style="list-style-type: none"> • Ramps are dangerous • Would allow for mass transit infrastructure • Would reduce travel times • Affordable • Short term fix • No, would serve as a short term band-aid • No incentives to reduce traffic via carpools • Would not due to increased development and traffic would not catch up • Does not address growth • It is not expandable • Length of environmental studies is too long 	<ul style="list-style-type: none"> • Would not and would have to reinvest in 30 years • Would lower immediate impacts • It will be obsolete by construction time • Unneeded alternative • Would not without continuous frontage roads • Would meet as it has enough capacity for short-term but could be upgraded • If Alternative 2 is not tolled, then this alternative is second best. • Would not due to potential of stopping traffic with future lights • Would address long-range if you build light rail

Alternative 2 Expressway (Non-Toll, Toll, Managed)	
Question 1: What do you like about this alternative?	
<ul style="list-style-type: none"> • Like this alternative as long as it is non-tolled • Aesthetically pleasing • Allows future transit options • Less expensive • No superstreets • Safer access to businesses • Less expensive to upgrade after 2035 • 45 mph non-stop • Potential for HOV lanes • Solves current problem with corridor • Mirrors US 281 south of Loop 1604 • Efficiency • Provides choices during peak hours • Less visual impact than Alternative 3 	<ul style="list-style-type: none"> • Overpasses at major intersections • Extension of existing expressway • Adequate capacity • Has frontage roads • No lights on main lanes • Solves access problems – free • Highest capacity and speeds for long term for longer growth • Improved safety • Ability for expansion • Presence of frontage road allows for alternate route if an accident is on the main lanes • Limited view of road verses elevated expressway • Need alternative circulation at certain locations • Less noise impact than Alternative 3
Question 2: What concerns you about this alternative?	
<ul style="list-style-type: none"> • Too expensive • Too many studies • Cost • More business impacts • Is there enough planning now for transit in the future? • Easy to convert to toll/managed lanes • Expense to expand after 2035 • Construction timing and sequencing • Connection to Loop 1604 is important • Build it fast enough • Bigger footprint and larger land consumption • More acreage • More impact to the aquifer • More noise impacts than Alternative 1 • Aesthetics of toll stations 	<ul style="list-style-type: none"> • Larger footprint, more impervious cover • Do not want a toll road • What happens during construction to mobility? • Why can't this be funded through non-toll methods? • Are we over planning? • Fewer access points on toll roads, less accessibility • Needs direct connectors to Loop 1604 • Will it still create a bottleneck at Encino Rio and other intersections? • Frontage roads too close to neighborhoods • Would there be a different standard for stormwater in this section than the area south of Loop 1604? • If this is the preferred alternative, what will the RMA do if those supporting it do not want the toll, have supported it as a non-tolled facility? • Toll pricing, number of toll stations, distances between toll stations
Question 3: How well does the alternative address the needs and purpose?	
<ul style="list-style-type: none"> • As long as it can be done without tolls • It can't get any worse • Address need and purpose until 2035 • Least impact for everyone • Environmental impacts are troublesome • Addresses growth needs • Less air pollution • Economic impact • Quality of life for noise off of US 281 • Greatly improve it 	<ul style="list-style-type: none"> • As long as transit infrastructure is incorporated • Best decision better safety • Leaves room for transit in middle and growth • Concerns of tourism due to tolls • Improves the quality of life due to less traffic • Functions better, if not tolled • Construction would allow more travel north...see SH 130 • Create a better quality of life and environmental impact • Meets need better for future growth over Alternative 1 • Improves safety
Question 4: Would this alternative serve as a long term solution?	
<ul style="list-style-type: none"> • Might not if tolled • How long for construction? • Greater capacity and allows for toll • Highest capacity and speeds and access to property • Potential environmental impacts meet needs and purposes • Does not need to have number of lanes and continuous frontage roads • Most comprehensive solution • Longest term benefit 	<ul style="list-style-type: none"> • Meets because of design • Phase to allow multi-step construction • Goes along existing US 281 and well connected • As long as it is not tolled • Just build it already • Negative on parallel roads (Bulverde and Blanco) due to tolls • Provides most number of lanes and moves most traffic • Construction time would take so long, partially negate long term benefit • Construction impacts to businesses

Alternative 3 Elevated Expressway (Non-Toll, Toll, Managed)	
Question 1: What do you like about this alternative?	
<ul style="list-style-type: none"> • The environmental impact is less • The preservation of superstreet • Nothing • Less ROW take • It allows for mass transit in the future • More environmental friendly to an extent • Use of existing roads during construction • Through traffic will benefit • Concrete is elevated • Less traffic on a lower level • Less footprint 	<ul style="list-style-type: none"> • You get more water on the ground because of less pavement/less impervious cover • More higher speeds can be achieved • Being able to get on and having to get off • The wide shoulders • Benefits of through traffic due to higher speeds • Traffic on elevated structures will flow faster • Favorable if going a long distance • Not disturbing existing roads while building • It's a nice concept/dream project
Question 2: What concerns you about this alternative?	
<ul style="list-style-type: none"> • Safety • Easily tolled • Less access to businesses • Least attractive • Maintaining stop lights on existing facility • ROW not used to best of ability • Still congestion on existing lanes • High cost • Inadequate zoning • Icing weather conditions • Driveway access • Longest construction time • Does not encourage mass transit 	<ul style="list-style-type: none"> • Devalues commercial and residential property • More noise • Ruins aesthetics to area • Would encourage more development • If tolled, only rich people would use it • Limited accessibility • It doesn't prepare infrastructure for future high capacity • Increased pollution, more fuel • Accessibility for emergency vehicles • Safety of cars falling off • Higher cost of expansion in the future • Concerned about displaced animals in yards • Less direct access
Question 3: How well does the alternative address the need and purpose?	
<ul style="list-style-type: none"> • Not with respect to safety • It does meet need and purpose • Would not meet, if tolled • No, it does not address growth pending approval of development plan (City of San Antonio) • Is it really viable? • Businesses would not want to be here • Improvement to what is existing • Emergency Management Services safety issues • Not sitting in traffic will increase quality of life • It is overkill • Less access to business from main lanes • Lower housing prices • Ramps pose a traffic issue due to speed 	<ul style="list-style-type: none"> • It benefits through traffic but not local traffic • Funeral home would need to be torn down • If tolled, will address but it not as well if not tolled • Possibility of tolling impacting tourism • Limited access to elevated structure from neighborhood roads • Expandable, but extremely expensive • Does not meet quality of life because it affects businesses • Will meet immediate need but not growth because there's no room for expansion (availability of adding lanes is reduced) • Reduced noise will increase quality of life • Need 2-lane exit to US 281 south and 1-lane exit to Loop 1604 • Potential congestion at ramps because they are only 1-lane • With non-compete toll, other roads not expanded • Local residents are paying tolls, thus higher cost of living
Question 4: Would this alternative serve as a long term solution?	
<ul style="list-style-type: none"> • Keeps fueling sprawl • Would not – property values would decrease and there would be impacts to businesses • Would not – expansion would be more expensive than other alternative • Traffic will flow better • Not sure 	<ul style="list-style-type: none"> • Would not – additional lanes would just re-direct traffic • Would not – maintenance is impracticable and very expensive • It is industrialized looking, not aesthetically pleasing • Will not use it to the full extent possible, if tolled • Would but concerned about impact to local residences • Live on Loop 410

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